CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

*April Foolish Events

A WEEK FROM NEXT TUESDAY

ENDURO Anti-Motorcycle Association sanc. Limed west from end of Santa Barbara pier.*

UNSANCTIONED MOTOCROSS by Outlaws M.C., limed from Gardena Pet Cemetary. Big bikes, little bikes, all kindsa bikes.*

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway in Cal., Long Beach Fwy. & Firestone Blvd., Firestone to Garfield, so. on Garfield, west on Southern to track. 6-7:30 p.m. sign-up. Starts April 3, 1969 summer schedule.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

TT SCRAMBLES by Feather River M.C., Triple M Speedway, Simpson Lane, Marysville, Cal., Signup & Practice 5:30 p.m., Race 8 p.m., Side hack class. Info: Feather River M.C., 46 Arizona Way, Marysville, Cal. 95901. Joyce Krill Secretary.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: Phone 71-339, Hwy 11, Rancho Mirage, Cal.

MINICYCLE & GO KART RACES – Huntington Beach, Calif. Cycle Park. Info: 842-2111. No bikes on Sun. April 6.

DESERT RACES by Smokebomb Gaetz M.C., 3-15 mi. loops. Limed from High Vista Store, at Ave. J & 100th St., north of Palmdale, Cal. 1 p.m. starting.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point, Apple Valley, Cal. by the Hi-Desert Racing Assoc. All classes, free entry. Prac. 8:30 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

FEB. 31, 1966

DESSERT DOOZIES LAST ANNUAL run starting bomb at Yucca Flats. Concessions, bidets. Admission $2.50 kids free with men.*

WEDNESDAY, APRIL 2, 1969

FLAT TRACK RACES, Trojan Raceway in Cal., Long Beach Fwy & Firestone Blvd., Firestone to Garfield, so. on Garfield, west on Southern to track. 6-7:30 p.m. sign-up. 100cc, 250cc, & open. 40% gate.

WED.–SUN., APRIL 2–6

CYCLE '69 annual cycle show at Brooks Hall, San Francisco, Cal. Info: International Sport Cycle Expositions, P.O. Box 5945, San Francisco, Cal., 94101.

THURS.–SUN., APRIL 3–6

WESTERN NATIONALS show at the Great Western Exhibit Hall, Los Angeles by the National Custom Car Club Assn., Canoga Park, Cal. Info: (213) 341-7156

FRIDAY, APRIL 4, 1969

AMA PROFESSIONAL FLAT TRACK RACES 1969 season opener, Ascot Park, 183rd St. & Vermont Ave., Gardena. 18 events, three mains. First outing for 750cc machines on 1/2-mi. dirt oval. First race 8:15 p.m. Info: (213) 323-5055.

SATURDAY, APRIL 5th

AMA PROFESSIONAL TT RACES Ascot Park, 183rd St. & Vermont Ave., Gardena. 18 events, three mains. First night race of 1969 season on 5/8 mi. steeplechase course. First race 8:15 p.m. Info: 323-5055.

NEXT LEAP YEAR

FEEBLE KNEIVEL JUMPS SAN ANDREAS FAULT— Sierra Club Sanc., Mecca Shores, Mojave Desert. Rockets optional. No refunds if it rains. Contact Provo Hospital, Utah.*

SUNDAY, APRIL 6th

CHAMPIONSHIP CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

MOTO-CROSS by C.M.C. at Saddleback Park, Orange, Cal. Info: (714) 539-3328, after 6 p.m.

RIDING SCHOOL S.C.T.A. sanct. Saddleback Park, Orange Cal. Info: (714) 639-5832.

EUROPEAN SCRAMBLES by K.C. Trailblazers. 3 mi North of McKittrick & 10 mi Southwest of Buttonwillow. Dist. #35, AMA point event. 0-125cc 10 a.m., 126-250cc 11:30 a.m., 251-open 1 p.m. Info: Jack Ogle, 321 Rosalee Ave., Shafter, Ca.

27 MILE PONDEROSA HARE SCRAMBLES by Greyhound M/C at Ponderosa in 15 mi E of Lancaster on Ave. "J". Trophies to 50% of entries. 10 a.m. start. Info: (213) 367-2907.

SHORT TRACK RACES by Fort Sutter M.C., El Dorado Spdy. Info: (916) 422-2420.

POKER RUN by San Jose Dons M.C., San Jose, Cal. Info: (916) 422-2420.

HILL CLIMB by Campbell M.C., 2336 Forbes Ave., Santa Clara, Cal., at the Hall Ranch "Cycle Hills" Morgan Hill. AMA. Info: 378-1974 or 241-6443.

MOTO-CROSS EASTER EGG HUNT by Sage-Hoppers M.C. AMA, at Encinitas, Cal. Experts 9 a.m., Novice p.m. Limed from #5 and Encinitas Blvd. Info: Bob Gooding (714) 753-2907.

SHORT TRACK RACES by Fort Sutter M.C. at Sacramento Raceway, 3405 El Camino Ave., Sacramento, Cal. Info: L. Lawton 489-0476.

SUN., APR. 6, MAY 4, JUNE 1

SPECIAL CMC MOTO-CROSS SERIES at Saddleback Park.

FRIDAY, APRIL 11th

TT RACES, AMRA, at Manzanita Speedway, Phoenix, Arizona. 6:30 p.m. prac. 8:00 race.

SATURDAY, APRIL 12th

EASTER EGG HUNT by Channel Riders.

SAT. & SUN., APRIL 12 & 13th

18th ANNUAL NORTHWEST TT CHAMPIONSHIP, by Owyhee M.C., Box 733, Boise, Idaho 83701, $1800 purse, Nov. qualify Sat.

ABOUT THE END OF THE MONTH

WATTS GRAND PRIX— Bomb goes off 8 p.m. Sooted from 183rd & Central*

STREET RACING under the lights from Bel Aire to Vine on Sunset Strip. L.A. P.D. sanct. Citation for losers.*

POTLATCH GRAND PRIX spons. by Wanatidi Indian Tribe, Eugene, Ore. B.Y.O.P. Blazed from Redwood Hwy. Sidehacks welcome if accompanied by parents.*

SUNDAY, APRIL 13th

TT SCRAMBLES by Scramblers M.C. at Adelanto track on Hwy. 395. Dist. 37 points. Lightweights at 9 a.m. and heavyweight at 1 p.m. Info: (805) 497-2060.

MOTO-CROSS Golden State Series, CMC Points. Carlsbad, Calif. Info: C.M.C., P.O. Box 1334, Huntington Beach, Calif. 92647. (714) 539-3328.
points, trophies & riders insurance. Mail entry $5, post $10. Entries close 7 days before races.

EUROPEAN MOTO-CROSS by Trail Trotters M.C. Limed to Coalinga, Calif. from all main roads. AMA sanct. Dist. 35 points. Info: (209) 935-1757 Bill Little.

2nd ANNUAL POKER RUN by Bakersfield Red Tops. Info: (805) 324-9243.

ROAD RACE by AFM Los Angeles Chapter, Championship, at Orange County Int. Raceway, 15 mi South of Anaheim on Interstate 5 (Santa Ana Fwy).

ARIZONA TT CHAMPIONSHIP at Eastside Cycle Park, Tucson, practice 9-noon. Info: (602) 327-6902.

MINI BIKES RACES Saddleback Sanct. Saddleback Park, Cal. Info: (714) 639-5832.

TT SCRAMBLES OPEN, Huntington Bch., Calif. Cycle Track. Sign up closes 10 a.m. Practice begins 9 a.m. Info: 842-2111.

ANNUAL VICTORS M.C. HARE & HOUND limed from Redrock Canyon, 20 mi. N. of Mojave, Cal., on Hwy 14. Start 10 a.m. 2 45 mi. loops, LeMans start. Info: (213) 780-1297.

MOTOCROSS by Valley M.C. at Chico, Cal. Info: (916) 422-2420.

MOTOCROSS by Richmond Ramblers M.C. at Richmond, Cal. Info: (916) 422-2420.

HILL CLIMB, by Salinas Ramblers M.C. at Gonzales, Cal. Info: (916) 422-2420.

POKER RUN, Santa Cruz, Cal. Boy's Club. Info: (916) 422-2420.

TRAIL at Dana Point. Info: Gary Barton (213) 697-9441.

SCRAMBLES by Stockton M.C. at Stockton, Cal Fair Grounds. Info: (916) 422-2420.

SPORTSMAN SCRAMBLES by Eastside M.C. of San Jose, Cal., AMA sanc. Hall Ranch at Uvas Dam. Limed from Hwy 101 & Bailey Rd. North of San Jose. Practice 9:30, race 12 noon. Info: Ron Cotta, 4576 Sonata Way, San Jose, Cal. (408) 227-1611.

ROAD RACING, AFM Event, $600 purse, at Orange Co. International Raceway.

ENGLISH TRIALS by San Diego Trials Riders, limed from Interstate 5 along Genessee and limed from U.S. 395 along Miramar Rd. Signup 8:30, start 10:00. Info: John Walters (714) 423-3031.

NEXT SUNDAY OR SOMETIME

WEEVIL EGG HUNT by Rusty Dusties M.C., Parsons Farm, Lompoc,* Calif.

POT-O-GOLD RUN by Leprechaun M.C. Limed from somewhere over the rainbow. No car entries (trucks ok, but no cars) Trophy presentation after the orgy.*

SUN., APR. 13, MAY 11, JUNE 15

SPECIAL CMC MOTO-CROSS SERIES at Carlsbad.

MONDAY, APRIL 14th

DIST. 36 REFEREE'S MEETING 8 p.m. Hayward M.C., 3800 Depot Rd., Hayward, Calif.

FRIDAY, APRIL 18th

TT RACES, AMRA, at Manzanita Speedway in Phoenix, Arizona. 6:30 p.m. prac., 8:00 race.

SATURDAY, APRIL 19th

32nd ANNUAL TRAIL BLAZER MEETING & BANQUET at Rodger Young Aud., 936 W. Washington Blvd., Los Angeles, Cal. For info 749-8291. All welcome.

SUNDAY, APRIL 20th

4th ANNUAL RUN by Norwalk Rockets. Info: (213) 863-5339 or 863-9106.

CANDY RUN ENDURO by Crestline M.C. & Rialto Jr. Chamber of Com. at Lyttle Creek. 50 mi. course, start 9 a.m. Limed from Riverside Ave. & Highland in Rialto, Cal. Info: (714) 882-1818. Dub's Cycle Sales.

ROAD RACE by AFM San Diego Chapter, Clubman, Carlsbad Raceway, 7 mi east of Interstate 5 on Palomar Airport Rd. (20 miles north of San Diego).

4th ANNUAL SINGING WHEELS BENEFIT RUN, AMA, Fields events, fun & games. Start at Chuck Holendas, San Diego, Cal. Proceeds go to Home of Guiding Hands. Sign 8-10 a.m. Info: 262-9507.

BIG BUNNY 100 HARE & HOUND, 100 miles of desert at Mattawa, Wash. Pre-entry ($4) closes April 14, Post-entry ($6) 7 a.m. at Mattawa, Tacoma & Bluebarons M.C.'s. Info: Big Bunny, P.O. Box 104, South Tacoma, Wash. 98409.

HARE SCRAMBLES by Foothill Hawks M.C., limed 10 mi North of Adelanto. 2 45 mi loops. Trail bikes 1 loop. 10 a.m. start.

100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

6th ANNUAL '49er ENDURO by Polka Dots M.C. of Sacramento, Cal. Start and finish in Forest Hill, first rider out 8 a.m. Polka Dots M.C., 86 Malone Ct., Sacramento, Calif. 95820. Info: (916) 451-1345 or 957-0993.

ENDURO by Polka Dota M.C. at Forest Hill, Cal. Info: Ezra, EN 8-0530.

If you can read this... you're wasting time.

TT RACES, Class C, $600 purse, at Oregon Sidewinders M.C. track, near Portland. 1 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 (days).

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

ENDURO at Forest Hill. Expert "A" & novice "B" classes. Polka Dots M.C., Sacramento. Info: 451-1845.

POKER RUN, Redwood Empire M.C., Santa Rosa, Cal. Info: Ezra, EN 8-0530, Lodi, Cal.
SCRAMBLES by Lodi M.C., Lodi, Cal. Cycle Bowl. Info: Ezra, EN 8-0530.

EUROPEAN SCRAMBLES by Bush Busters M.C., AMA. South Nevada M/C Assoc. points. Limed from Eastern & Sunset, Las Vegas, Nevada. Start 10 a.m. Info: (702) 735-7897, 3128 Sundown Dr., Las Vegas, Nev.

HALF MILE by Bob Barkimer Associates, San Jose, Cal. Info: Ezra, EN 8-0530, Lodi, Cal.

ROAD RIDE from 7th & Broadway, Santa Monica, Cal. to the Ojai area stopping for breakfast at Oxnard. Ride leaves at 10 a.m.
AMA PRO HALF MILE DIRT TRACK races. Warmups noon, 1st race 2:15. Purse $1200. San Jose Cty. Fairgrounds, 344 Tulley Rd.

MOTO-CROSS A.C.A. sanct. Saddleback Park, Orange Cty., Calif. Info: (714) 639-5832.

THURS. thru SUN., APRIL 24-27th

CYCLE WORLD MOTORCYCLE SHOW at Los Angeles Sports Arena. Stockers and kustoms of all descriptions in including the indescribable. Say hello and get discount discriptions at the Cycle News booth.

FRIDAY, APRIL 25th

TT RACES, AMRA, at Manzanita Speedway in Phoenix, Arizona 6:30 p.m. prac. 8:00 race.

SATURDAY, APRIL 26th

HARE SCRAMBLES by Master Links M.C. Limed from Barstow freeway to Hwy 395, 2 mi to Phelan Rd., left 2 mi to Rocking "K" Bar. Philan, Cal., Info: (714) 892-3709 or (213) 372-3385.

SAT. & SUN., APRIL 26 & 27th

Southern California Trials Association Two-day English Trials, Big Bear Lake, Calif. People interested in scorekeeping contact Dave Evans (213) 865-3991.

SPRING TOUR, City of Hope Benefit by Roadriders.

SUNDAY, APRIL 27

90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

EUROPEAN SCRAMBLES by Cycliers M.C. of Bakersfield, Cal. Limed from Bakersfield Speedway (No. Chester Ave.) Info: Jack Beson (805) 832-0506.

TT RACES, Class C, $600 purse, at Oregon Sidewinders M.C. track, near Portland. 1 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045, 632-3857 (after 7 p.m.) or 234-7388 (days).

SCRAMBLES, Saddleback Park sanct. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

TEAM SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Race on moto-cross course. Info: 4140 Acacia Ave., Bonita, Cal. 92002.

ACA NATIONAL ROAD RACE, Willow Springs Cal. Raceway, Rosamond, Cal., all classes. Pit open 8 a.m., race 11:30 a.m. Info: (714) 528-4290.

GUY FAWKES DAY

NUMBER RUN by the East L.A. Smokers. Sodom to Gomorrah. Pot luck dinner follows race. B.Y.O.P.*

IMMERSION DAY— California sinks into Pacific Ocean. Hill dives, snorkel scrambles. Coast Guard Sanc.*

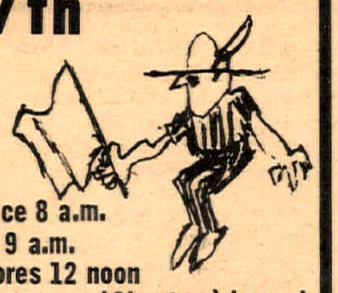
DETACH AND SAVE

TT Scrambles

Perris, Calif.

APRIL 27th

13 Rebels



Practice 8 a.m.
Starts 9 a.m.
Big Bores 12 noon
Call (213) 771-2539
(Cheaters) honest starter

MOTOCROSS
GOLDEN STATE SERIES

SADDLEBACK ⟷ CARLSBAD

APRIL 6th	÷	APRIL 13th
MAY 4th	÷	MAY 11th
JUNE 1st	÷	JUNE 15th

MAIL ENTRY $5 — POST ENTRY $10

TROPHIES FOR EACH MEETING
TROPHIES FOR OVERALL WINNERS OF SERIES (MUST COMPETE IN 4 OF 6 EVENTS)
RIDERS INSURANCE — ALL ARE CMC POINTS RACES
1969 CMC MEMBERSHIP REQUIRED (OBTAINABLE AT TRACK)
ENTRIES CLOSE 7 DAYS BEFORE RACES

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ROAD COMPETITION CLUBS

advertise your coming events in a space this size for only $19.50 (non-profit club rate). Send us the information and a check or money order and we'll do the rest.

(DEADLINE IS WEDNESDAY, 5 p.m.)

Cycle News Ads
Box 498, Long Beach, Calif. 90801

See'em Ride at SADDLEBACK PARK!

April 6 — CMC Moto-Cross ; SCTA Riding School
April 13 — Mini-Bike Meet
April 20 — ACA Moto-Cross; SCTA Riding School

Ride'em Yourself at SADDLEBACK PARK!

Open 9-5 daily, except Tuesday and Wednesdays
Admission $2.50; Juniors & Minis $1.50

Miles of Trails Acres of Fun

Box 2455, Orange Cal. 714/639-5832

Tear Out and Present at Box Office

DISCOUNT PASS

J. C. AGAJANIAN Presents . . A.M.A.

Half-Mile Every Friday Nite 8:15 pm
(starting April 4th)

Motorcycle Races

TT's 1st Sat. Nite - 8:15 pm
(starting April 5th)

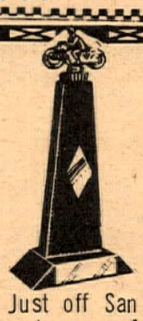
SAVE 50¢

Worlds Fastest Action ½ Mile and T.T. Dirt Track

PASS FOR TWO SAVE 50¢
Per Person On Each Adult Ticket

Ascot
18400 S. Vermont-Gardena
Easly Reached — Just Off Harbor & San Diego Frwys.

Desert M.C. Trophy Presentation Apr. 4th 8:00 pm



British Dominion Club. Just off San Diego Fwy (Atlantic off ramp) corner of Myrtle and 33rd St., Long Beach.

TICKETS ON SALE at all three stores

MASON MOTORS
3360 E. Colorado
Pasadena

ED KRETZ & SONS
417 E. Garvey
Monterey Park

SKIP FORDYCE
14th at Main
Riverside

BUFFALO FEED — April 20th

Calico Ghost Town

700 lbs. of meat — ¾ lbs. per person

$2.50 at Calico (no tickets expected to be available) $2.00 advance sale. New owner at Calico specialty western chuckwagon type bread.

Feed from NOON to 2 p.m.

By: Dave Mason, Ed Kretz and Skip Fordyce
May we urge all customers and friends to get their tickets early.
We are ordering food by tickets sold and anticipate no tickets available at Calico

15th ANNUAL NORTHWEST TT
CHAMPIONSHIP RACE
$1,800 PURSE
SAT. & SUN.
APRIL 12th & 13th

$50 FAST TIME
$50 TROPHY DASH
EXPERT CLASS

Gates Open 9 a.m.
All Novices must time in and qualify Sat. April 12th
$5.00 lap money to experts
Sponsored by
Owyhee M/C Box 733
Boise, Idaho 83701

$ 1,000.00 MOTORCYCLE DRAG RACE

FRIDAY JULY 4th

LIONS DRAG STRIP

Stock, modified, gas, fuel

CALL OR WRITE NOW FOR PRE-ENTRY

LIONS DRAG STRIP
2574 Santa Fe Ave.
Long Beach, Cal. 90810
Phone: (213) 424-0961

NEW OWNERS SMOG — FREE TT

RE - OPENING

BAY MARE RACE TRACK

APRIL - 13

TT

NEW OWNERS SMOG — FREE TT

You Don't have to drive a long way to ride TT

Come out and practice Sat.-Sun.

Come out and watch the sidecars on TT course!

Trophy Dash Small Bikes $150.00

NEW JUMP TROPHYS

Trophy Dash Big Bikes $250.00

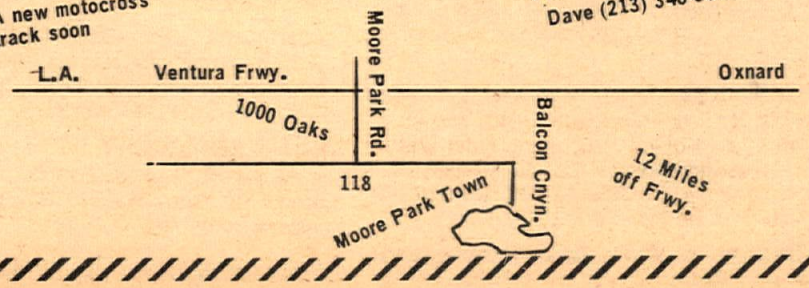
Big Bike 12:00 p.m. Side Cars Money $100.00

Small Bikes First Race 9:30 Practice 8:30 a.m.

GATES OPEN AT 7 a.m.

For Info & Rental Call Dave (213) 348-3349

A new motocross track soon



You'll Always See It FIRST in **CYCLE NEWS**

(or you won't see it in Cycle News At all)

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Mumbo-Jumbo. . . . . Susan Whitelaw
Alchemist. . . . . Lili Lakich
Sacrificial Virgin. . . . . Sandra Purdy
Mordred. . . . . Friendly Grelb

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Editorial atrocities, crib notes and tall tales are more or less welcome and will be paid for as soon as we collect some money.
Reprinting in whole or part is punishable by dismemberment and a fine of not less than $10,000 not to mention a severe tongue lashing by our attorney and chief executioner.

Advertising rates are much, much lower and circulation is about four or five times higher than any competing publication.
Single copy price 2-bits
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VOICES OF THE WEST

"The Customers Always Write"
. . . . . — Eberhard Faber

U.F.O. IDENTIFIED

Tom Ridyard, of the Sidehack Association, after serving his probation in boot camp, has been accepted by the army. This acceptance was no doubt due to his showing of courage and determination to avoid at all costs work on "details", this being in good Sidehack Association tradition. Tom's excellent mechanical ability with aircooled engines caused the army to verlook some of his idiosyncracies, (e.g., refusal to replace his sidecar pinups with girlie photos and other feminine ilk).

After boot camp Tom volunteered for helicopter duty in Viet Nam. This explains the U.F.O. – Tom, in the best Sidehack tradition, has been seen "letting it all hang out" from the landing gear in the high speed turns. This has enabled his helicopter to swerve in and out of the trees at a faster rate of speed than any other chopper. Due to his superiors' refusal to recognize Tom's daring-do and talent, few know of the U.F.O. outside of his company, which has caused much speculation among the ground forces as regards the fastass-sumbichi U.F.O. Due to his volunteering, Tom has been fined six months due and ALL sidehack photos withheld 6 months.

The Sidehack Association hopes this clears up the U.F.O. problem in Viet Nam.

VINCENT DAVIDSON
South Pasadena, Cal.

THE BIPPY BUMPING AWARD

This week we wish to pay a tribute to one of the true Desert Rats. He began his career as one of the first trail bike riders, and has proven to be one of the trail bike classes' greatest promoters.

He faithfully bumps his butt over the bushes every week, and is a constant reminder of how great a true motorcycle enthusiast really is. So next Sunday if you notice a Stump Jumping number 26, Zundapp (or Hodaka) blipping his bippy towards you, you'll know its the fantastic Henny Penny Kenny Markham. Also, he is thee number one contender for the Zoo Breath Acid Armpit Elephant Award.

By HENRY GIBSON
Anaheim, Calif.

FOOL APRIL ISSUE

Legislative Nutbook

by Barbara Adams Dahms

An answer has been found to the double problem recently occupying lawmakers in various parts of California. The forces concerned with compulsively placing helmets on somebody's head have teamed with those who are concerned with the noise of motorcycle riding to produce BS 1369, a bill which would require anyone living near an open area where motorcycles are frequently ridden to wear a helmet.

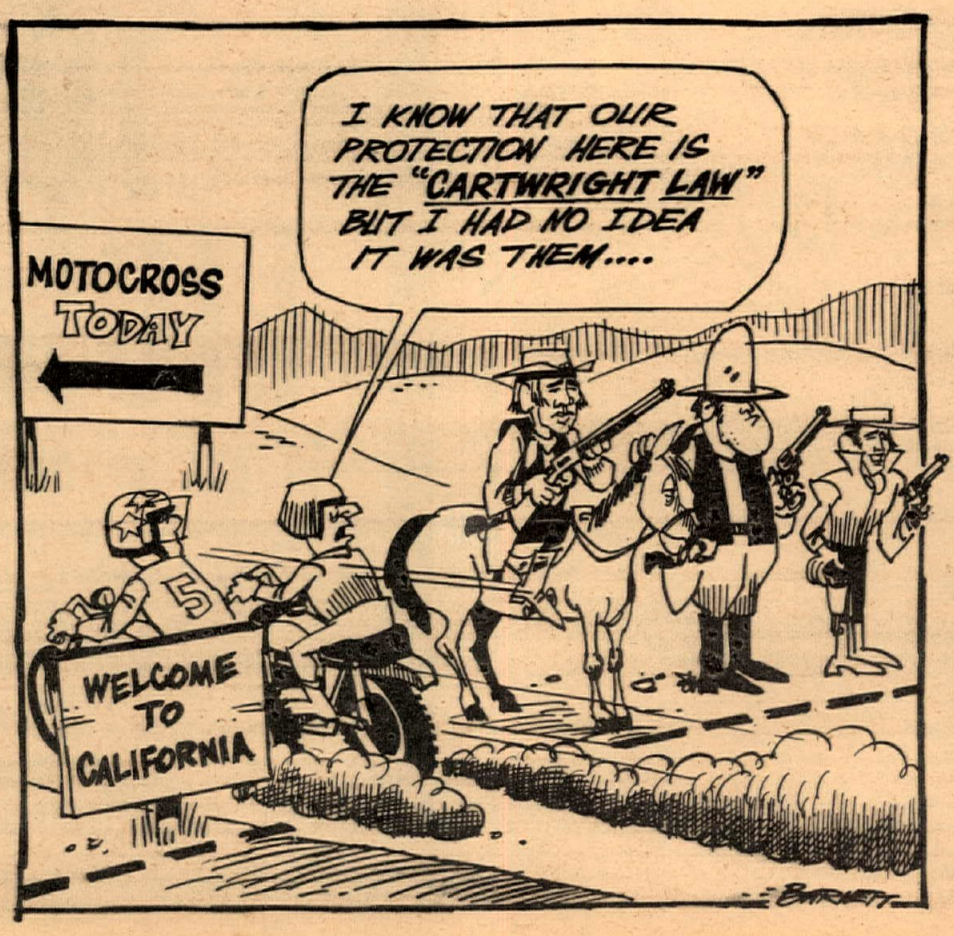
Senator U.R. Laud, the champion of noise abatement, author of the bill, says helmets are the ideal answer to the rapidly deteriorating hearing of the citizens. He says if this measure is successful he may extend it to everyone living near a major airport or freeway and possibly to all persons listening to rock groups. He estimates it will save some 200,000 communities from passing their own local ordinances.

Assemblyman Xavier Head, who has been trying unsuccessfully to buy a sizable interest in some helmet company for the last two years, had this to say. "I have devoted my life to the protection of the skull. At last my efforts are being rewarded. I am going to put helmets on somebody." Assemblyman Head wears a helmet at all times, even to committee hearings, which may explain why he voted "no" last year to a measure which would have raised his own salary. "It can save your life," he maintains, "Anytime you fall on your skull. We should require them in autos, bathtubs, and with the probability of the big quake, even in bed. You could only get my helmet off over my dead body," he declares.

Other legislation in keeping with the current spirit of safety first includes a bill which would prohibit driving during rush hour because the incidence of accidents is much higher at that time. It would also close the highways on holidays and on New Year's Eve.

Motorcyclists will find themselves confronted with a measure which will require white leathers with fuscia and chartreuse psychedelic stripes, if Assemblyman I.C. Spotts can work out the minor obstacles to his bill. He is currently conferring with the CHP on the problems of setting standards for exactly the right shades of fuscia and chartreuse and he reports he is having great difficulty with one of the laboratory people who has a personal fondness for green. There is also some question as to just what committee should hear the bill.

A bill requiring training wheels on motorcycles failed to pass.



THE NUDE IMAGE

Heigh ho, motorcycle lovers. It's April Fools Day again, time to greet the Silly Season with a grin. This week again, as for some three years past, we take our tongue firmly in cheek to bring you a laughing look at the whimsical side of motorcycling.

What better way to say "thank you" for this splendid opportunity than by personally showing our regard for the two elements that have done the most to make Cycle Nudes possible: Honda and the Hells Angels. Were it not for those two polarizing images, the establishment press might have noticed what is really happening – that is, the motorcycle sport that we cover. For then there'd have been no need for Cycle Nose. So to Honda & the HA's this week's paper is gleefully dedicated.

We hope everyone gets a giggle out of this issue and nobody feels offended. That'll make us very happy.

And now, it's time again for our "Flying Fickle Finger of Fate" award... the envelope, please.

Once again, the vote is unanimous. It goes to the entire legislature of the state of Michigan, who, upon losing their 1967 compulsory helmet law in court, immediately passed a law requiring helmets to be "carried or worn" by all motorcycle riders and passengers, and at the same time voted DOWN a driver training poroposal that would have prevented motorcycle riders from having accidents. So here it is, Michigan legislature... the "Rigid Digit" is all yours. Put it where it'll do the most good.

HOLD IT A MINUTE, FOLKS! There's a candidate gaining on the Michigan legislature... I believe, yes it is, the International Desert Racing Association and they overtook the Michigan guys in a photo finish. The Flying Fickle Finger of Fate Award goes to I.D.R.A. for the way they treated the bike winners, who beat the cages in the Mint 400. (See story this issue).

CYLLY CYCLE SURVEY

An Illinois (or Ohio) motorcyclist was cited yesterday for wearing a four letter word in reflector tape around his helmet. A number of local citizens had complained that their children were able to read the word.

While the judge could find no particular statute that covered the case he fined the rider on the grounds that he didn't comply with the law requiring a four-inch reflectorized spot on the back of the helmet. "The law demands that you be seen but not heard." he ruled.

In his defense the cyclist maintained. "If the idea of the reflector is to be noticed, man, have I been noticed."

WAS IT A GOOD YEAR?

John DeSoto, now traveling in Europe for the American Motocross Team, tells of the time he was racing in the Baja California TJ-to-La Paz run when he passed a jogger running alongside the road. Soon John was surprised to find the jogger had caught up with him, so John wicked-up his Montesa. But the jogger increased his pace and stayed alongside, seeming to be as curious about John as DeSoto was about him. John screwed the Montesa full on and still the jogger kept up. "Man, this cat must be the champion jogger of all Mexico," thought DeSoto. He was flat out in 5th gear and the jogger was pulling away! Just then John saw a whirl of ankles and elbows as the jogger did about ten big endos and crashed in the weeds. Going back to see if he was hurt, John said to the jogger, "You were goin' great guns, then all of a sudden you lost it. What happened?"

"Senor," croaked the jogger, "did you ever blow a tennis shoe at 85 miles an hour?"

California Dreamin' Dept.

An eastern cyclist riding to Daytona, Florida recently gathered $60 worth of tickets in the various states he passed through for such incredible violations as not having a 4 inch reflector, not wearing gloves, not wearing boots, no wrist protection, stopping at a restaurant in a town where bikes are not allowed to slow down except to buy gas, and riding a motorcycle after 8 p.m. Good thing he had crashbars, goggles and helmet, eh folks?

Getting It Both Ways

The state of Idaho is considering legislation to ban motorcycles from all land, public or private, without explicit permission in writing from the landowner. Under the proposed law property need not be posted since it would ALL be off limits to bikes. Idaho readers, start writing!

Top Ten Tunes

The top ten songs on the motorcycle rider's hit parade have just been announced and they are as follows: 1) "What Made Milwaukee Famous" by Dan Haaby. 2) "My Wonderful One" by Gary Nixon. 3) "Laughin On The Outside" by Bart Markel. 4) "Different Strokes For Different Folks" by Nick Nicholson. 5) "Hawaiian War Chant" by John DeSoto. 6) "Street Fightin' Man" by Sonny Barger. 7) "Over And Over" by Gary Bailey. 8) "Sachsy Sadie" by Ted Lapadakius. 9) "Take A Little Piece Of My Nose" by Jimmy Nicholson. 10) Th-th-that's All we can think of, f-f-folks!

AFM SEASON BIGGEST YET

Jim Manning, Secretary of the American Federation of Motorcyclists (AFM) informs us this season will be the biggest ever. Twenty-four road races have been scheduled. The first few held have attracted some of the biggest point makers in the country, Ron Grant, Ron Pierce, Art Baumann, and Don Vesco to name just a few. Purses total over $14,000.

2nd Viewfinders Grand Prix and Frog Hunt

By Maureen Lee

WESTLAKE VILLAGE, Calif. Mar. 28-29, 1969. Saturday action was like wow! The pit area was more crowded than we've ever seen at Westlake and we've seen all the races held there...this was the best one so far. The 100 Novices led off...first sight for us was Steve Goldberg (Hodaka) and Bruce Baron (Suzuki) coming over the bridge...Goldberg hung onto his lead and won the class...Brad Eyre of the Sandblasters in the same class looked very very relaxed the whole race in spite of being one of the smallest riders there ...Kim Bradenburg going up the hill towards the barn in great shape until a previously stalled rider pulled outright in front of him and Kim got sideways in a hurry!...sharpest dresser among the Novices was Shamrock Jim Lang who sported white leathers with shamrock trim.

The 100 Amateur-Expert class was a struggle between Gene Cannady, Jack Morgan and Wes Anderson Junior as they came through on the first lap but it was Preston Petty on a Suzuki who finally got 'em...others we noted looking good, Zundapp rider Joe Bihari coming out of the barn and scramblers Frank McDowell going strong although his bike sounded too "TT Scrambles" tuned.

Powder Puff Won By A Girl!

The Powder Puff class did themselves proud and over-all riding ability is way up from last year...for the first part of the race Patty Domay (Hodaka) had it sewed up, none would have caught her although second place Jan Ditson had it full on, but when they started lapping slower girls both of them got off and Sandy Termin who was third went on for the win...best line through the mudhole at the bottom of the hill was taken by scrambler Glenda Holeman in pink leathers and Jan...these two knew what they were about...Juanita Morris on a high-powered Yamaha twin having troubles getting up the hill, finally making it walking up while two guys kept her bike running.

Gary Bailey started his string of successes early by winning the 101-200cc class on his 125cc Penton, followed by Lars Larson and a high flying Al Baker (Yamaha)...if Baker didn't make the circuit singing "If I had the wings of an angel" he should have as he set the longest jump for both days on his 250 Yamaha...63 feet! Motocross rider Paul Hunt on a little Harley looked extremeley fast and well in control going through the wash, while Lirio Guevara had to retire when his Ossa stuck in 2nd.

Who Won? Who Knows?

The 250 Novice class was UNBELIEVABLE! They started a whopping 224 of them resembling a mob scene in Spartacus...after the banner dropped and they started into the sweeper around the rock the pile-up began with bikes flying through the air and two riders ending with broken legs...at least half of the mob just wouldn't shut off for anything or anybody...the downhill to the twin water splashes was bad as the gung-ho ones piled up in both trenches but the canny ones hut off engines and sat waiting patiently until the mess got cleared away...who won?...who knows?

Even the poor Viewfinders are up a tree with this one as the course soon became full of bikes from end to end... some riders we noticed were Russ Kayser (Maico) and John O'Brien (Kawasaki) elbow to elbow down the wash and Tony Hochgesang (Bultaco) carefully picking his way through the mud...Jerry Holly (Yamaha) picking the deepest water to go through but making it...Harley Pace (Yamaha) nearly getting buried when he stopped behind two others and things started piling up...Red Dot Fred Soteros relaxed enough to yell "hi" as he came through the water.

Bill Gomen did a nice job of work in winning the 250 Amateur go on a very sharp Ossa tuned by Crowell's who has long been famous for intensified Hodakas ... District 37 Vice-President Mike Hinsahw rode the class...and rider #38 whom we can't identify made it through happily with a large cigar in his mouth. Yamaha finished second and third behind the Ossa, ridden by Rick Hall and Jim Jacklett.

Gary Beats Gary & The Swede

It was Gary Bailey (Greeves) all the way in the Expert 250 with Lars Larsson and Gary Conrad both on Husky's sorting out the second and third place behind with Conrad finally getting the edge...he was very fast but just couldn't pull up on Bailey.

The 'hacks had their usual ball. Like last year, they shortened the course for them so they didn't use the brook, and teams of Viewfinders, Stuntmen and volunteers hauled them up the hill to the barn on both days. Dirt Diggers Don Kemp and Tom Branch got the drop on 'em both days but couldn't hang on to their leads...

Ernie Aragon broke the chair off at the bottom of the hill but returned to the wars with passenger Chuck Sugar Sunday on a Montesa hack...the team of Doug

(Continued on page 6)

Open Experts into tight corner. I. Mizen (Bultaco) with familiar cigar.

GRIPSTERS MC & DISTRICT 37

Elsinore Grand Prix Annual

TROPHY PRESENTATION

The Newporter Inn
1107 Jamboree Rd.
Newport Beach

April 11, 1969
9:00 P.M.

All Elsinore G.P. entrants welcome
Dancing with music by Jamie & the Jury
Free beer and soft drinks

Listed below are all trophy winners:

Lt. Wt. Division

1st Pl. Overall – B. Onga

100 EXPERT
1. G. Cannady
2. J. Morgan
3. W. Anderson
4. K. Markham
5. S. Nichols

100 AMATEUR
1. J. Domay
2. A. Peppel
3. K. Parks
4. B. Gomen

100 NOVICE
1. J. Jacks
2. L. Roeseler
3. R. Bellamy Jr.
4. R. Kelsey
5. G. Curry
6. D. Oakleaf
7. M. Hoffmeir
8. J. Richardson
9. R. McAlister
10. A. Fuchaler
11. D. Fuhrman
12. A. Bates
13. B. Ogilvie
14. J. Davis
15. B. Roady
16. M. Stevens
17. J. Sparkes
18. R. Padilla
19. S. Sivadge
20. D. Dulian
21. F. Lomma
22. J. Sherman
23. J. Gibson
24. R. Bacarella
25. T. Opsahl
26. M. Garrett
27. S. Feld
28. J. Simpson
29. J. Monohan
30. D. Remp

POWDER PUFF
1. P. Domay

50cc
1. J. Carmelo

250 EXPERT
1. D. Vick
2. G. McElrath
3. J. Strayhorn
4. W. Hockie Jr.
5. K. Beach
6. N. Nicholson
7. J. McClurg
8. D. Kline

250 AMATEUR
1. R. Wilson
2. J. Bailey
3. D. Breker
4. D. Copera
5. C. Suket
6. C. Brown
7. D. Wright
8. G. Westergaard

250 NOVICE
1. B. Onga
2. D. Ortega
3. D. Mitchell
4. P. Vaught
5. J. Kopp
6. T. Wells
7. W. Fleming
8. J. Feeney
9. D. Ryner
10. R. Revett
11. B. Van Ark
12. D. Gaide
13. S. Evans
14. D. Ross
15. J. Ellsworth
16. C. Smith
17. E. Venable
18. W. Fletcher
19. M. Alzola
20. M. Shapiro
21. J. Shipman
22. N. Harris
23. D. Butterfield
24. J. O'Brian
25. W. Matlock
26. D. Love
27. P. Mailloux
28. R. Saduski
29. C. Casanova
30. M. Lanphere
31. G. Herington
32. A. Dever
33. A. Reed
34. R. Bailey
35. G. Singleton
36. J. Meyer
37. B. Smith
38. D. Gately

175-200 AM.
1. D. Sowell
2. F. Danielsen

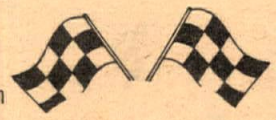
200 NOVICE
1. M. McGowan

175 NOVICE
1. D. Cordell
2. E. Aragon

125 EXPERT
1. G. Fishburn

125 AMATEUR
1. D. Afflack

125 NOVICE
1. G. Hull
2. R. Stacy
3. T. Newbon



Hvy. Wt. Division

OPEN EX.
1. M. Haney
2. A. House
3. A. Baker
4. J. Byers
5. B. Bailey

OPEN AMATEUR
1. R. Forrest
2. C. Jiles
3. J. Lund
4. S. Gorgura

OPEN NOVICE
1. D. MacDonald
2. C. Spahr
3. C. Bole
4. M. Doyle
5. G. Wilkins
6. E. Alexander
7. B. Stewart
8. P. Terlizzi
9. C. Miller

500 EXPERT
1. G. Lindstrom
2. J. McClurg
3. J. Wilson
4. N. Nicholson
5. D. Ogilvie
6. S. Kirk
7. G. Jones
8. B. Ydiando

500 AMATEUR
1. F. Aguaro Jr.
2. L. Shoemaker
3. N. Holt
4. B. Tondro Sr.
5. H. Wessel
6. E. Newcomb

500 NOVICE
1. W. Burrell
2. W. Groom
3. A. Knapp
4. R. Shirey
5. E. Walker
6. G. Foreman
7. F. Russo
8. G. Bookout
9. J. Biedenbach
10. J. Galvin
11. R. Richardson
12. R. Farmer
13. M. Macklin
14. D. Rochlen
15. B. Rogers

350 EXPERT
1. K. Sparkman
2. B. Robinson
3. J. Willingham

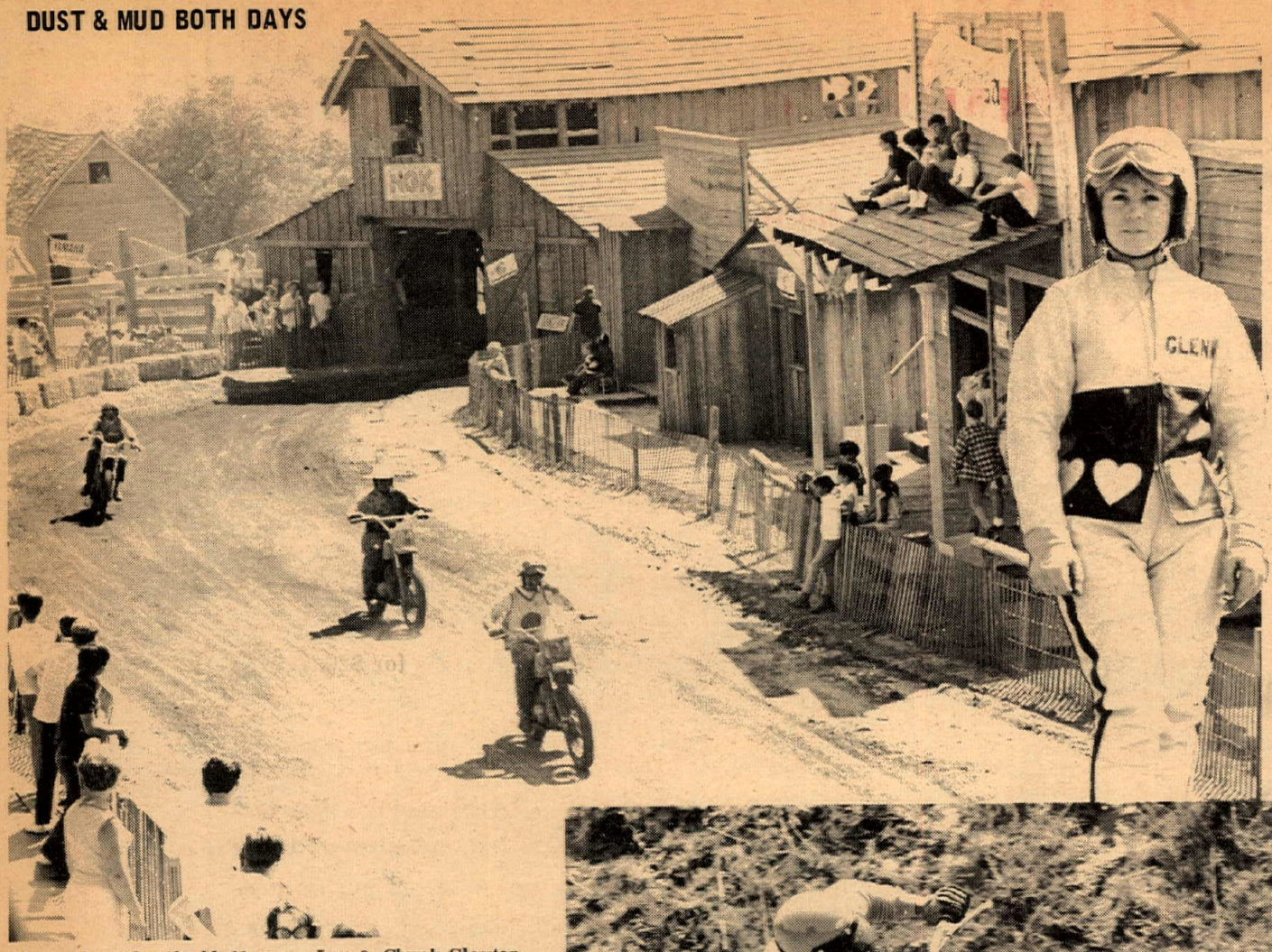
350 AMATEUR
1. W. Podolece
2. K. Lohmeyer

350 NOVICE
1. J. Cortez
2. B. Irversen
3. D. Gruver
4. B. Rudd
5. G. McKinney
6. B. Frauenberger
7. G. Lay

SIDE HACKS
1. Pilot–H. Zerr
1. Pass.–T. Billings
2. Pilot–J. Moffitt
2. Pass.–N. Soteros

PLUS ANNUAL DIST. 37 TROPHY PRESENTATION

DUST & MUD BOTH DAYS



Photos by John Shedd, Maureen Lee & Chuck Clayton

Above: 500 Expert winner J.N. Roberts. Far left, Preston Petty on the Sachs.

"When was the last time you saw a Mojave... or an Edsel?

Gene Collison photo

MORE PIX NEXT WEEK!

Bingham and Ed Wade temporarily forsook Harley-Davidson for a lighter Montesa rig...Ed Morris who with Rodger Emmons took second on Saturday couldn't make it Sunday after getting center-punched in the pits by a buddy riding his own hack, yet...bruises abound so Ed had to cool it Sunday.

The combined 350 class went to John Mynard with Larry Shoemaker (Bultaco) second and showing great style through the water splashes ...

Three different makes of machines finished the 500 Amateur class, Steve Bast won handily on a Triumph, followed by Steve Ellsworth (Bultaco) and Rick Hall (Yamaha). Bast led all the way on a 1955 machine, electing to ride that instead of a two-stroke because "no one told me it was a two-stroke course."

J.N. Roberts lived up to his reputation in the 500 Expert class. He and fellow Husky rider Lars Larson really put on a show for the first few laps until Lars' new engine stuck, but the Swedish rider wasn't able to get around the flying J.N. One thing we spotted was that both these men picked a completely different line than anyone else once they got through the two water splashes, they swung to the right and crossed the water two more times instead of heading for the bank like everyone else ... Jim Wilson (Greeves) made his way up to second over-all with Bob Friant on a Husky took third...Ray Nichols (Maico) looked real great in the rough as did a rider #49 on a Montesa. Gary Bailey had tuning problems in this one.

Despite riders competing out of class (we caught ine of 'em in the Open Novice class, all on lightweights) there was good racing with Stan Barrett on a Husky (see what we mean, a 40 inch Husky?) winning and Ed Walker (Triumph) taking second...there were also some Yamahas and a 250 BSA running in the same class.

Jesse Goldberg was the star of the Open Amateurs. He grabbed off the lead and never lost it but he didn't slow down either when he found out how far ahead he was. The plan for the day was to run the 12 Open Experts with the Amateurs and save some time because turn-out in both classes was poor. But one Expert didn't want to do this, complained bitterly so the Viewfinders let all twelve Experts grind around on their ownsomes.

Gene Smith took the lead, this was his type of racing but the nut on the countershaft back off before the first lap was over. Gene re-appeared for the Holligan Race and he and Bailey really had a go with Bailey finally sucking him into overshooting a turn!

Gary Jones on a Triumph, followed by brother Dewayne (BSA) won first and second Open Expert, proudly watched by a trim-looking father, Don Jones, who had competed earlier, all wearing matching shirts...Bob Bailey ended third despite having to stop once for adjustments in the wash.

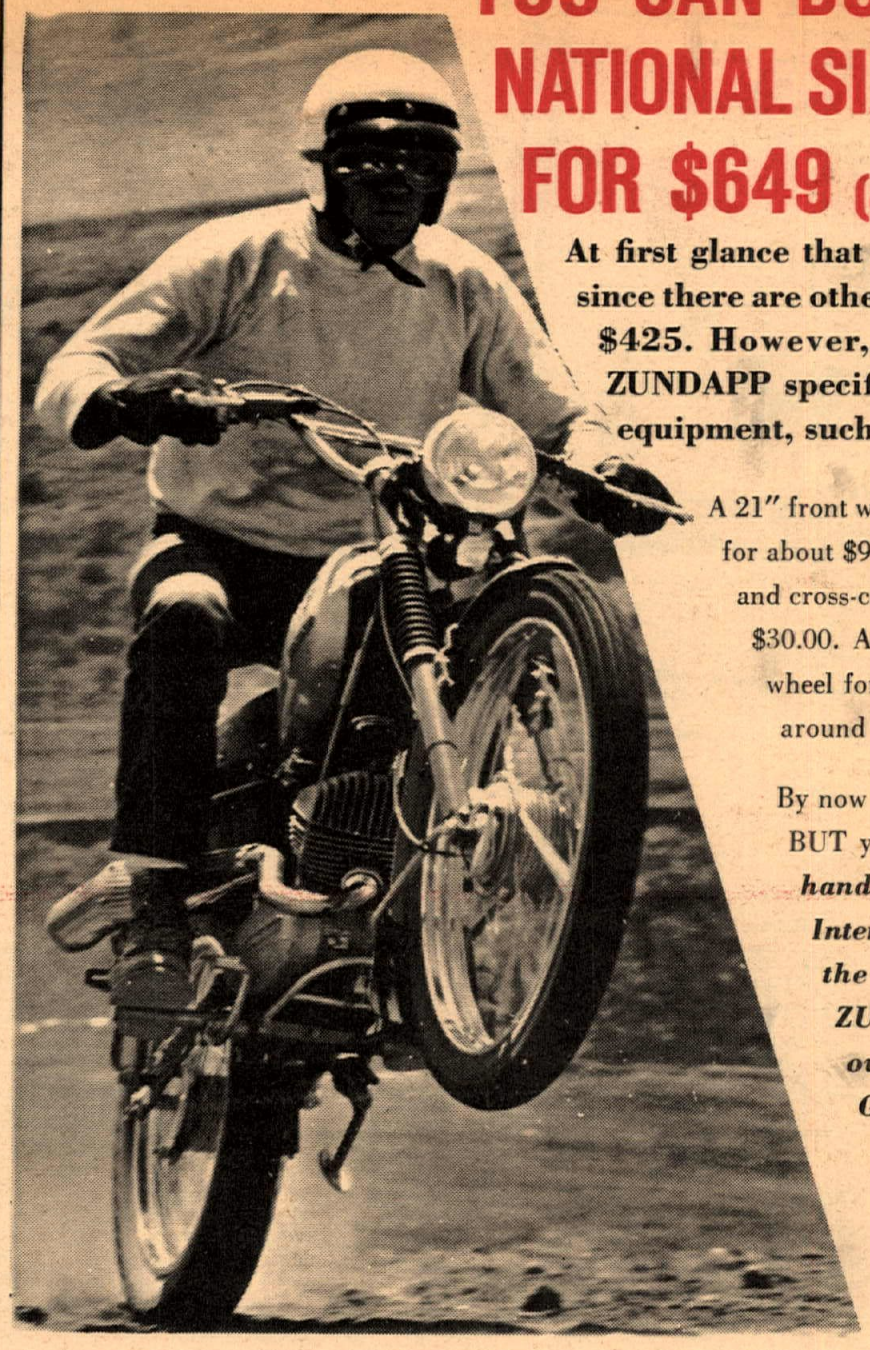
The Hooligan ended the day, and a hooligan it was. Things got pretty sticky coming up the hill as machines of all sizes ran against each other...Lana Paige from the Open Novice class went down in an unfortunate accident as she'd done so well earlier and had to be carried out of the mudhole...John Rice (sponsored by Uncle Ben) on a Sachs kept going strong while it was Bailey and Smith who put on the show up front.

Odd 'N' Ends

The weekend was a success but we're sorry to report that we may not be able to have any more racing at Westlake because some yo-yos got onto the property and chased cattle the week before ... District President Ron Sloan who worked so hard to get this land would like to wring their necks and says "We're our own worst enemies." The host' club's fine idea of hiring a troop of Boy Scouts to clean-up and these youngsters from the Moorpark Troop did a wonderful job...the wash was in much better shape this year, no pea-soup mud but it was still a challenge...all riders liked the course, the down-hill was eliminated this year...very few complaints, but two were too many 250 novices starting at once and the lightweights who rode the big bore classes. Tut tut, gentlemen, we have our District rules y'know. Who probably had the most fun? The youngsters hunting frogs in the wash, they got some good ones too, and who had the least? Must be Al Baker. After doing splendidly both days, he had his front wheel collapse on his Triumph when trying to better his jump record from Saturday. He walked away, but super-ouch! And to you smarties who thought you were getting away with something while cutting the course...heh heh... we bet you didn't know there were two hidden checks out on the boondocks...the Viewfinders are too good a club to leave anything to chance!

(Results on page 21)

YOU CAN BUY A ZUNDAPP INTERNATIONAL SIX-DAY TRIALS REPLICA FOR $649 (and even lower East of the Rockies)



At first glance that seems like a lot of money for a 100cc unit, since there are other good off-the-road units available for around $425. However, to bring the less expensive units up to ZUNDAPP specifications, you have to buy a lot of additional equipment, such as—

A 21" front wheel for approximately $37.00. New front suspension units for about $97.00 plus labor of at least $10.00. A fork brace for $12.95 and cross-country handlebars for $12.95. New rear shocks for around $30.00. A heavy duty air cleaner for about $15.00. An 18" rear wheel for about $37.00. Special Magura controls for $20.00. And around $15.00 of miscellaneous labor.

By now you have spent at least $63.00 more than the ZUNDAPP, BUT you still don't have the ***ZUNDAPP world renowned handling characteristics and reliability that won the International Six-Day Trials two years in a row over the world's best.*** And you still won't have the ***famous ZUNDAPP quality and the ability to beat machines over six times its size, as Dave Ekins did in the 1967 Greenhorn Enduro.***

It is the skillful blending of all these features that makes the ZUNDAPP International Six-Day Trials Replica such a really great buy—the machine that Cycle Magazine says is ***"probably the toughest 100cc alive."***

YOU CAN TRY TO BUILD YOUR OWN, BUT YOU CAN'T DUPLICATE THE MASTER—ZUNDAPP

Cycle Magazine also had this to say about I.S.D.T. ZUNDAPP—

- "Ready for the scrambles course right out of the box."
- "It's got the right tires, the right gear ratio, and the right trimmed-to-the-bone weight control."
- "Very smooth, very strong, and very fast—for the kind of cross-country riding the designers had in mind."
- "The engine power characteristics are positively beautiful."
- "Use it on the street, love it on the trail."
- "Low will get a 200 pound rider up virtually any hill the bike will cling to, and fourth will carry him along at 60 on the level."

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National City, Calif.

Floyd Emde
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San Diego, Calif.

Norm Reeves Motorcycles
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16112 Harbor Blvd.
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Lakewood, Calif.

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Long Beach, Calif.

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Long Beach, Calif.

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Kolbe Cycle Sales
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Reseda, Calif.

Kolbe Cycle Sales
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Woodland Hills, Calif.

Motorcycle Service Center
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Monrovia, Calif.

Larry Lilley
45345 No. Sierra Highway
Lancaster, Calif.

Norm Reeves Motorcycles
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Downey, Calif.

Norm Reeves, Inc.
15745 Lakewood Blvd.
Paramount, Calif.

Suzuki Fun Center
515 No. Victory Blvd.
Burbank, Calif.

Bill Krause Enterprises, Inc.
1257 So. LaBrea
Inglewood, Calif.

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Honda of Fresno
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Coast Cycles
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Santa Cruz, Calif.

Kaiser Brothers
843 E. Weber St.
Stockton, Calif.

Pop Kenyon's Honda Peninsula
1289 El Camino Real
Sunnyvale, Calif.

McCoy Motors
1950 West San Carlos
San Jose, Calif.

TEXAS

Gentry Cycle Center
Houston, Texas

Henry's Motorcycle Center
Belton, Texas

JRM, Inc.
Houston, Texas

Lone Star Cycle Sales
Richardson, Texas

McK's Cycle Shop
Deer Park, Texas

Pierce Bros. Indian Sales
San Antonio, Texas

Sport Shop
Ft. Worth, Texas

Wilson Motor Co.
Odessa, Texas

Kent's Harley-Davidson Sales
Abilene, Texas

Layne's Cycle Sales
Mineral Wells, Texas

Honda Sports Center
San Angelo, Texas

COLORADO

Sports Car Sales
Denver, Colo.

Rocky Mountain Motorcycles
Boulder, Colo.

Acme Auto Supply
Fort Collins, Colo.

Central Cycle & Marine
Denver, Colo.

Timme Motor Sales
Pueblo, Colo.

Bob's Motors
Longmont, Colo.

OREGON

B & C Sports
Medford, Ore.

IDAHO

Carl's Cycle Sales
Boise, Idaho

UTAH

Elmo's Cyclery
Ogden, Utah

WYOMING

Mac's Cycle Shop
Casper, Wyo.

ZUNDAPP franchises are available from McCORMACK INTERNATIONAL in Puerto Rico and all states except Vermont, New Hampshire, Maine, New York, Pennsylvania, Rhode Island, Massachusetts and Connecticut. (For franchises in the states excepted, contact R. M. Lamb, Inc., Baldwinsville, N. Y., Telephone (315) 638-0271.)

PRODUCTS

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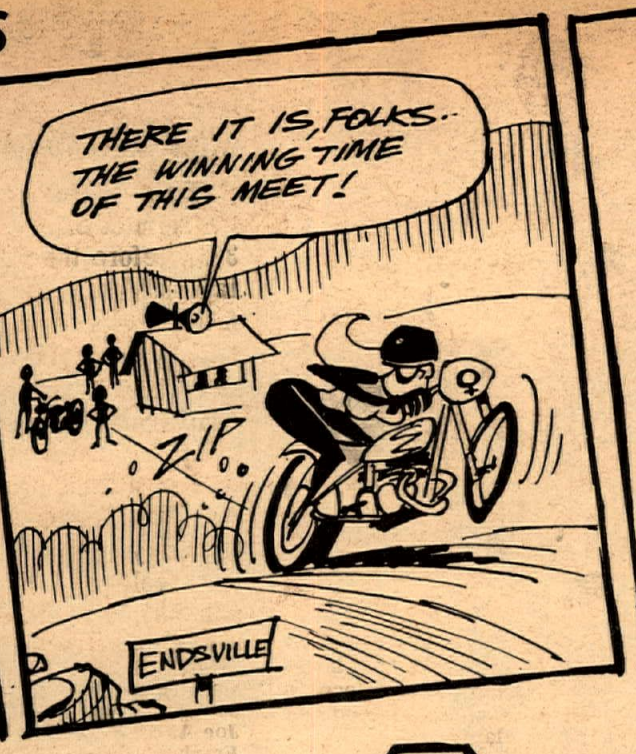
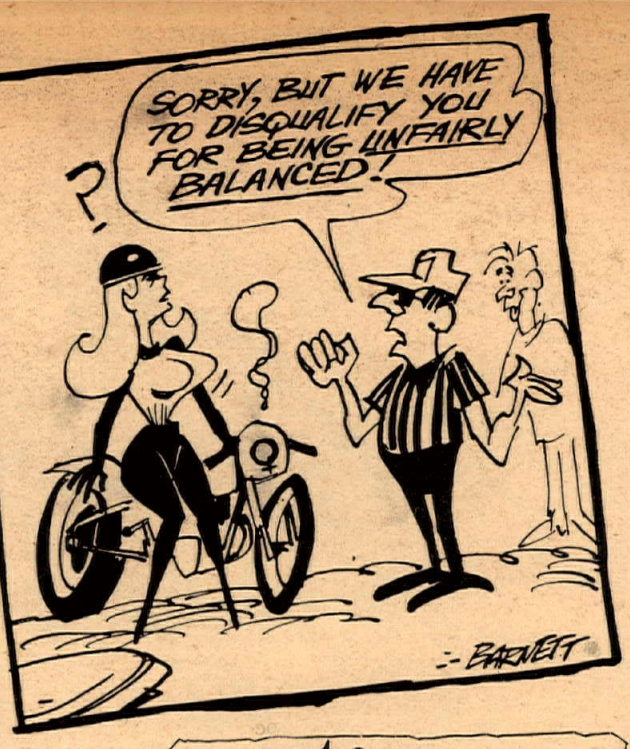
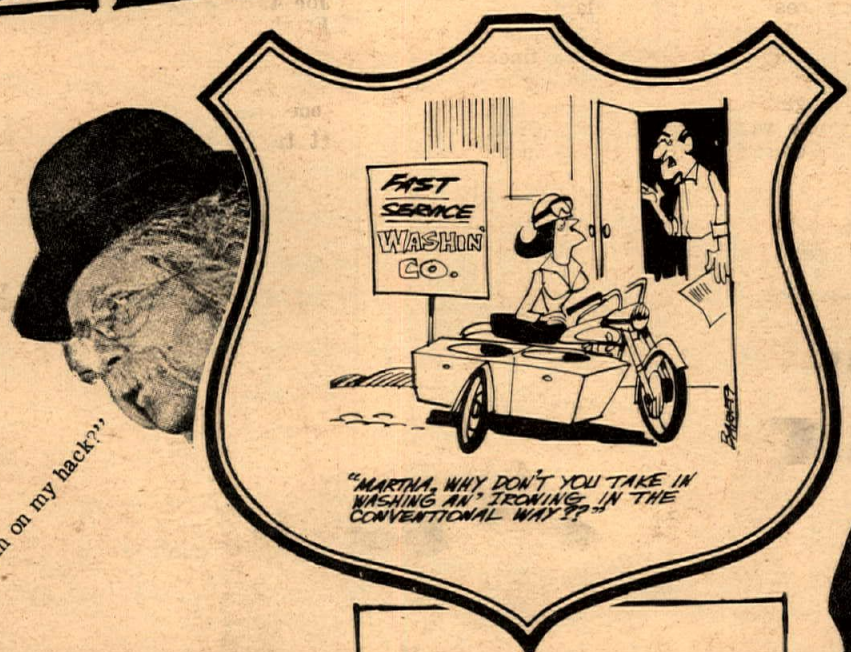
LAUGH-IN WITH CYCLE NEWS

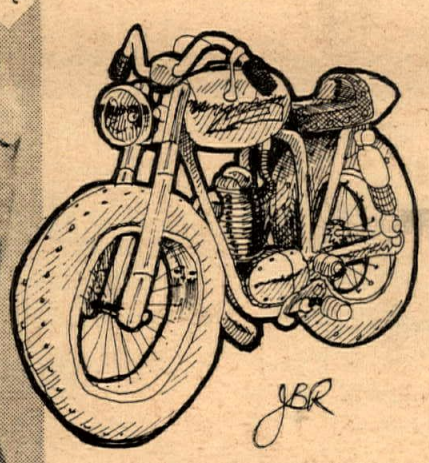
SWEETSPOKES



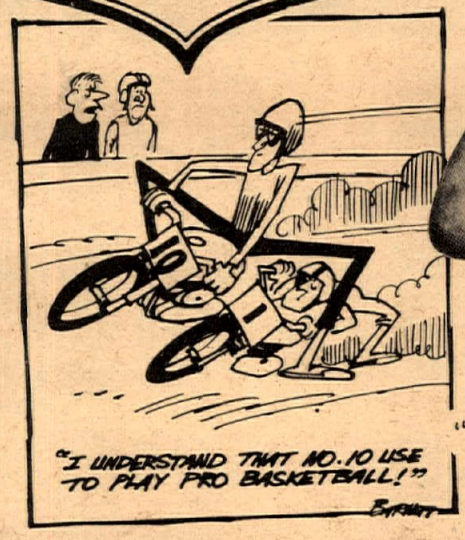


"We won! We won the sidehack championship!"





"Wanna spin on my hack?"

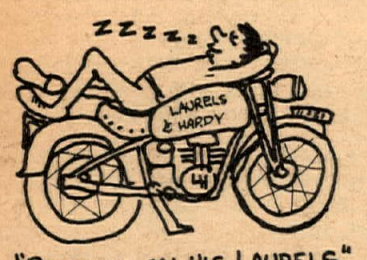


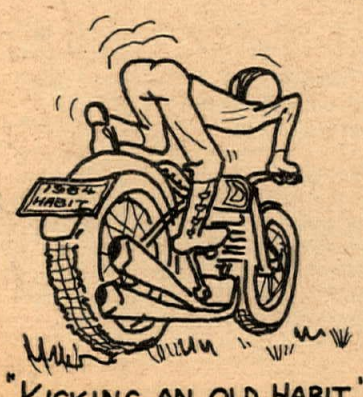
"Go to your cage."

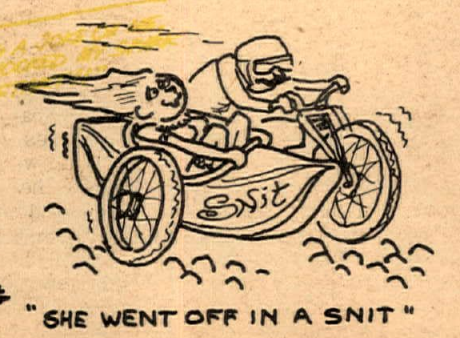
CLICHE-CYCLES

BY BODA

HAVE YOU HEARD THESE?







"Show us again where it hurts, Neil."

"I told you what would happen if you didn't quit smoking!"

ANTIQUE & CUSTOM CYCLES HIGHLIGHT S.F. SHOW

Latin beauty Lillian Martinez and pert Terri Looney demonstrate just two of the many attractions at the upcoming Cycle '69 show, April 2-6, at Brooks Hall in San Francisco. Lillian is shown on Bob Hawkins' hand built Triumph custom, recently awarded "best bike" trophy at the Monterey Auto Show. Miss Looney is perched on a real old-timer, Eugene Marty's completely restored 1920 Cleveland.

The annual San Francisco Cycle Show will feature the finest array of antique and classic motorcycles ever seen in Northern California, as well as the finest selection of custom built cycles ever seen. Also on exhibit will be over 100 racing motorcycles, ranging from Grand Prix road racers to dragsters.

A special feature at this year's show will be the "Peoples Choice" award. Patrons of Cycle '69 are invited to vote on their favorite of the hundreds of show bikes, and the winner will receive a trip for two to Hawaii.

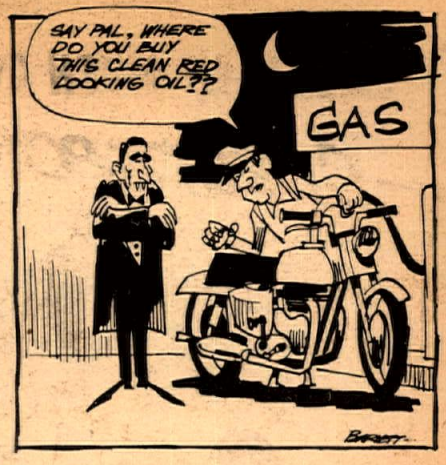
HELP!

HELP -- HELMETS -- HELP

This is for real! There are two helmet bills (AB 654 and AB 382) before the California legislature. A tentative hearing date for the Foran bill is April 10, although it is not yet definitely scheduled. At any rate it will begin its committee tests very soon. The first committee will be Foran's own Transportation Committee. The members are listed below. If you want them to know your feelings about compulsory helmets, write NOW!

John F. Foran (D) San Francisco
Robert H. Burke (R) Huntington Beach
Wadie P. Deddeh (D) Chula Vista
John F. Dunlap (D) Vallejo
Joe A. Gonsalves (D) Norwalk
Frank Lanterman (R) Pasadena
David A. Roberti (D) Los Angeles
Peter F. Schabarum (R) Covina
Alan Sieroty (D) Los Angeles
(one vacancy)

It takes six yes votes to pass.



TOUGH LUCK

Mrs. Florrie Ball had had to stop riding her motor bike. So reports the Indianapolis Star in a story dated February 5. She is 77 and could no longer get insurance.

Mrs. Ball is 4 feet, 10 inches tall, and weighs 84 pounds. She tried to change insurance companies but no company she contacted would accept her policy.

"I can ride as well as any youngster and I don't ride all that fast. I love the fresh air. A car's just not the same," she said.

Motorcycling Goes Off-The-Road!

By Chug Crayon

Off-road fever seems to be effecting everybody these days. When Honda announced their new line of dirt bikes is underlined the trend. And now the Harley-Davidson designers have come up with the ultimate 1,200cc motocross mount of them all. Would you believe, "The 74-Bandido"? Well then, would you believe "Super-Glide"?

Actually, the 1973 Harley 74, shown here, is a dual purpose bike. Remove the saddlebags and you can enter it at Saddleback Park. Add a sissy bar and you're in business on the boulevard. Cover up the rear camper section and you've got a chopper and can get parts in the movies.

What do you think of it, motorcycle fans? Write your best thoughts to Mr. William Davidson, care of Harley-Davidson Motor Co., Milwaukee, Wisconsin. Don't tell him where you saw it first.

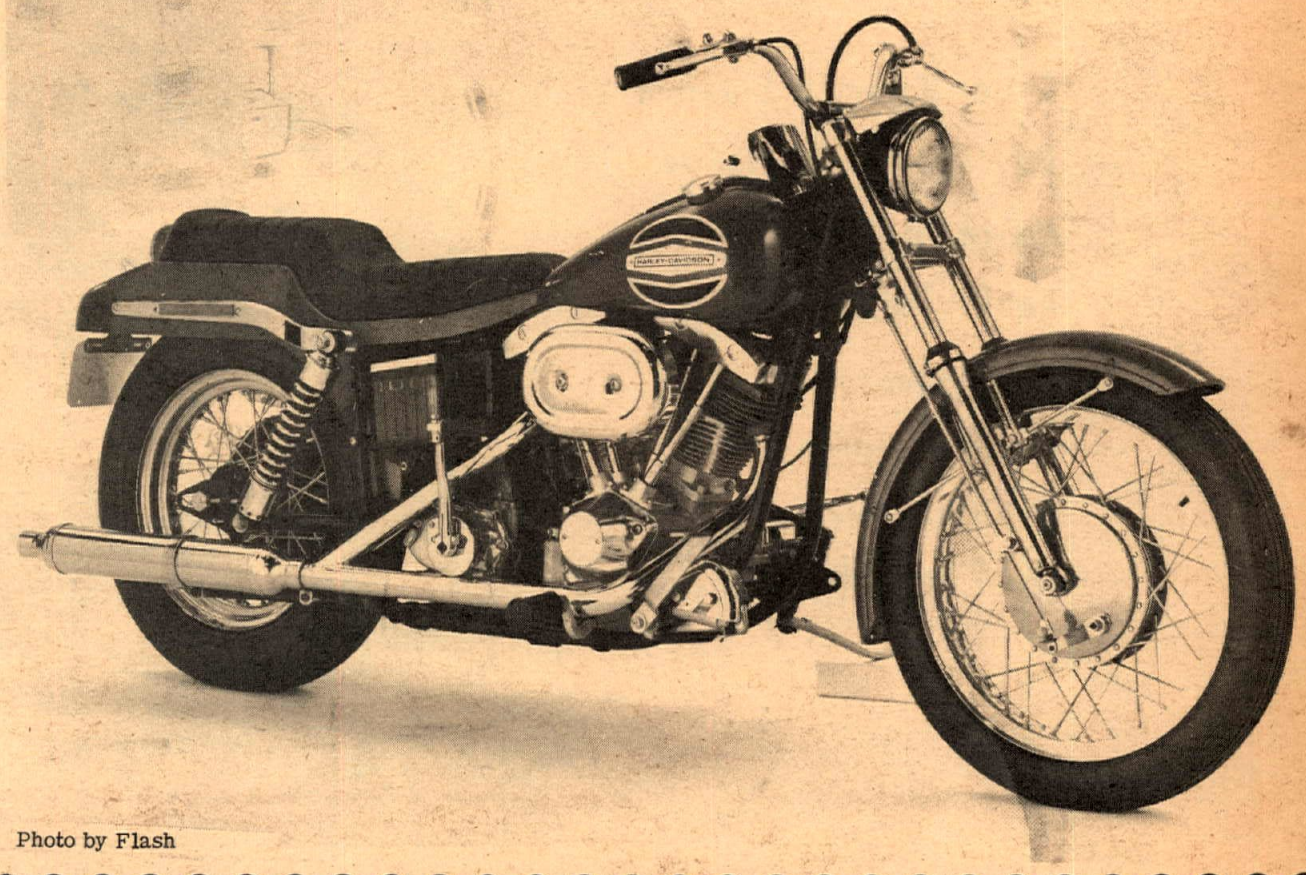


Photo by Flash

ELSINORE GRAND SWIM

By Jim Cavin

On the way to Elsinore I was dozing when I looked out of the window. I said to my wife, "look, there is Lake Elsinore." She said, "the lake is another ten miles. That is just water along side the road." It was about then our car and trailer turned into a boat.

We entered the mud area, I mean pit area, where we got stuck. We got a push to get unstuck. Boy was it neat, all those muddy bikes and racers. I then unloaded my trusty Triumph Cub and joined about two hundred bikes warming up in a gigantic circle, Zoom, zoom, around and around we went. Right in the middle of all these bikes was some Gripster running around yelling, "go back to the pit area." It was just like playing tag on the freeway and every now and then he did a little Khe Shan two step.

It was then the time for the riders meeting, and of course the speaker didn't have a loud speaker. I paid my money so I figured I'd better go and get the scoop. I mingled in among one hundred racers and two-thousand spectators to get a good position in the last row. It is about then the race director says, "If you can't hear, say so." That was the last thing I heard the speaker say. Just about then a police car came by, and some one yells out, "The police car has a loud speaker, they used it in the pit area last night." I wonder what he meant by that...

I then slid over to the starting line on my trusty Triumph Cub. Wow, were there a lot of bikes! Wow O Wow, were there a lot of bikes. Have you ever ridden up behind one thousand bikes with their engines running? It was so loud it was like using a jet engine for a hair dryer.

I revved up my Cub all the way but I couldn't hear it. The only way I could tell it was still running was to occasionally look to see if there was still black smoke coming from it.

They were starting them by classes, the bigger the class the sooner they started. I remembered it was our turn. It was just like a game of red light, green light. The only guy that started fair was the guy the starter was looking at.

The flag fell, I mean they moved the rope, and we were off. Really off to be out there in all that mud. This was the first race I was ever in that I thought if I fell I might drown. We zoomed out, made a left, right in front of a torrent of water. Roared across a field, shot down a road and then we started entering the mountains. Just before we entered the mountains a few 100's went by so I figured I'll catch them here, why not? It is a Mountain Cub. In about two seconds I figured I'll catch them on the asphalt.

Gee were the cliffs ever steep. I thought about being a rally driver in the Monte Carlo Sports Car rally going over the Alps. I thought about the left hand side hacks going around the mountain curves with their bodies hanging out over the cliff grasping for balance. I thought about all the hundreds going by, oh well if they're going to pass me it is going to be on the left hand side.

At last the pavement and the City of Elsinore. Wow duck for the weeping willow tree. Time to open it up. 55 mph. Here comes some more hundreds.

Out of town and into the mud. It was here I fell. I slid about 100 yards on my belly, with my hands straight out in front of me. Have you ever been to the beach and watched the waves come in, until the sand is just damp and then this guy runs full speed and slides on it? "Belly-wompin" I call it. Anyway I did a fifty mph belly-womp at Elsinore. I must have looked like a hydroplane.

I ran back and picked up my bike but my gloves were coated with an inch of mud and were so slippery I couldn't hang on to the bars. What should I do?

I looked around. There was the lake. I ran down to wash my hands in the lake. When I got down to the lade there was this guy cleaning his Filtron with his carburetor all apart washing the pieces. I then figured if he had his carburetor all apart by the time I got there...well, I was just a little behind.

Well my trusty Triumph Cub wouldn't start. So back down to the lake to clean my carburetor. Just then I looked around and see two guys on bikes bump each other and both go belly wompin – whee!

Their bikes were buried so deep you couldn't see anything but the handle bars. They both swam back to their bikes but they wouldn't start. This one guy had on a red club jersey with a white line going up and down and a white line going around with a chain printed on it. I asked what the line read. He said, "I'm not a Jack Rabbit." I should hope not. Maybe a duck, but not a rabbit.

Well anyway this guy walked down to the lake and just jumped in, leathers and all. I said, "you OK?" He said, "Don't distrub me I am taking a bath." If you think I am kidding his number was 914. He got his bike running about twenty minutes later.

Anyway this other guy on the Hodaka never got his bike started again, only made half a lap. Boy was I surprised to see in Cycle News that he won his class. Do you think I'm kidding? I later found out he wrote a letter explaining he did not deserve the trophy.

Well by the time I worked on my carburetor and went back for my bike, it was stuck so deep I could hardly find it. The only thing showing was my rear view mirror. It took six people to pull it out. In the pits it took ten people and one truck to pull my car and trailer out.

Oh well, wait until I get those hundreds next year on my Cub.

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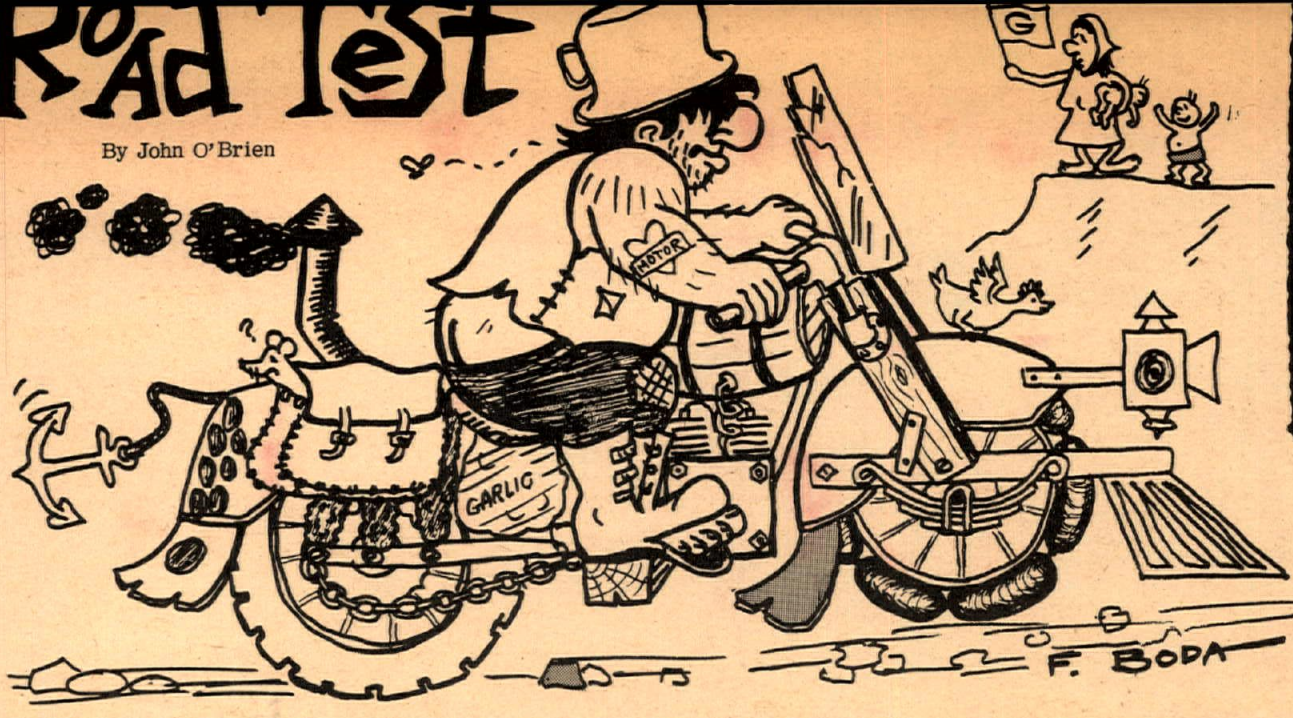
Road Test

By John O'Brien



Road Rest On The Grebulski Moto-Cross Special (The Polish Comet)

We consider ourselves fortunate indeed to be the first American publication to have the opportunity to test the revolutionary new motocross machine that has been under development for seventeen years at the top secret Grebulski research facilities in beautiful downtown Warsaw. We must apologize for the fact that the results are not as complete as they might have been however portions of the test were unexpectedly interrupted when the Polish Army inadvertently invaded itself.

First, a little background on the Grebulski industrial complex that manufactures this remarkable motorcycle. It is a little known fact that Grebulski also manufactures pickles, bologna, sanitation trucks, and formal bowling shirts. Only Polish ingenuity could devise ways to adapt their bologna and pickle making machinery to the production of motorcycles. According to Leroy Pinheadski, public relations representative for the company, Grebulski was founded in 1903 by Francis (The Fierce) Grebulski, also known as the legendary Polish sausage Baron.

We were overwhelmed by our first view of the Grebulski Special. At first sight the six earles type rear shock absorbers, windshield, saddlebags, mudflaps, and 36 red and blue reflectors on the rear fender seemed somewhat unorthodox and out of place on a competition machine. However we were assured by chief works rider Ron (Flash) Beerkowski that in spite of its appearance it was the best damn machine he'd ever ridden. Since Flash weights 370 lbs. we immediately stopped snickering and making jokes about raccoon tails and stereo tape decks.

Naturally we were eager to take the machine out for a few laps around the test track, however Flash told us that he had better take it out first to make sure it was running OK. The machine is rather tricky to start. Six mechanics inserted a splined shaft through the hollow rear axle and lifted the machine off the ground while four others proceeded to spin the motorcycle. We asked why this method was used and were told if it was good enough for the airplane mechanics it was good enough for them. After the machine idled down to 20 RPM they let it down on the ground and Flash jumped on and took off around the course. We could see the entire course from where we were and we're forced to admit that Flash was truly representative of the Polish riding style. He was absolutely fearless while going uphill or through the mud traps and when a steep downhill section was reached, in the tried and true Polish tradition, he kicked the motorcycle off the top and rolled down after it, managing to regain his seat again at the bottom and get under way again after no more than a fifteen minute period to restart the machine. After several laps around the course Flash felt that the machine was running well enough to turn it over to us. Not wanting it said that we were chicken we got on the machine, depressed the clutch with our left foot, grabbed the shift lever, slapped it into gear, turned the throttle all the way on, let out the clutch, accelerated to 50 MPH in reverse, ran over the pit crew, slipped in the clutch, shifted into neutral, let out the clutch, power shifted into low, ran over all the magazine's photographic equipment, double clutched it into second, hit a ditch at 85 MPH ruining a perfectly good pair of pants, slipped in the clutch, shifted into reverse by mistake and made it back to the pits at 65 MPH. At this point we locked up the brakes, shifted into low, hit the compression release, turned off the gas, pushed the kill button, and slid to a stop in front of Flash. He asked us what we thought of the machine and we told him we didn't think the public was really ready for a machine of this type. He agreed with us on this point and admitted that there were a few items the factory was considering changing. This concluded our test of the Grebulski Special which is in a class by itself and represents the epitomy of Polish styling and engineering.

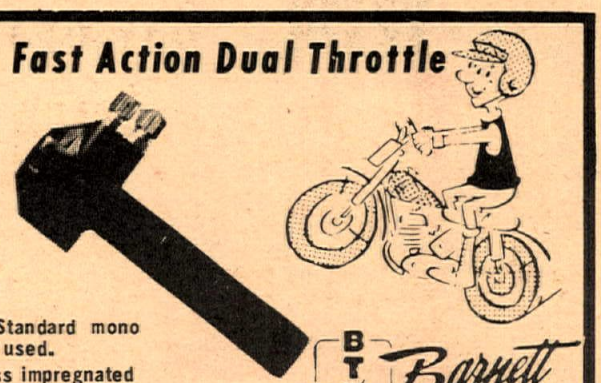
SPECIFICATIONS

ENGINE	
Type	Secret
Bore and Stroke	69x96
No. of cyl.	Enough
Compression ratio	25 to 1
Max HP	.003
Carburetion	Air-Wick
Lubrication	Chicken Fat
Transmission	9 speed including 5 neutrals
FRAME AND SUSPENSION	
Front Suspension	Reversed leading link with oil dampened torsion struts
Rear Suspension	6 Earles type shock absorbers
Wheelbase	Long
Ground Clearance	Yes
Fuel capacity	Plenty
Ignition	Zippo

Speeds in MPH		
1st	50	
2nd	95	
3rd	130	1 six pack
4th	180	2 six packs
5th	220	2 six packs+1 pt.
6th	Unknown	Peppermint Schnaps
Reverse 1st	65	
2nd	120	2 cases half qt.
3rd	180	2 cases half qt. plus 1 qt. peppermint schnaps

NEW Nylon Fast Action Dual Throttle

New from BT& E! Fast action ¼ turn throttle for 7/8" bar. Can be used a single cable as well as dual. When used for single cable dummy cable can be installed and carried as a spare.
Race proven, roll pin furnished for positive locking on handlebar. Unique casing lock. No split sockets to be lost.
No special cables needed. Standard mono bloc or concentric bowl cables used.
Light weight, made of fiberglass impregnated nylon.



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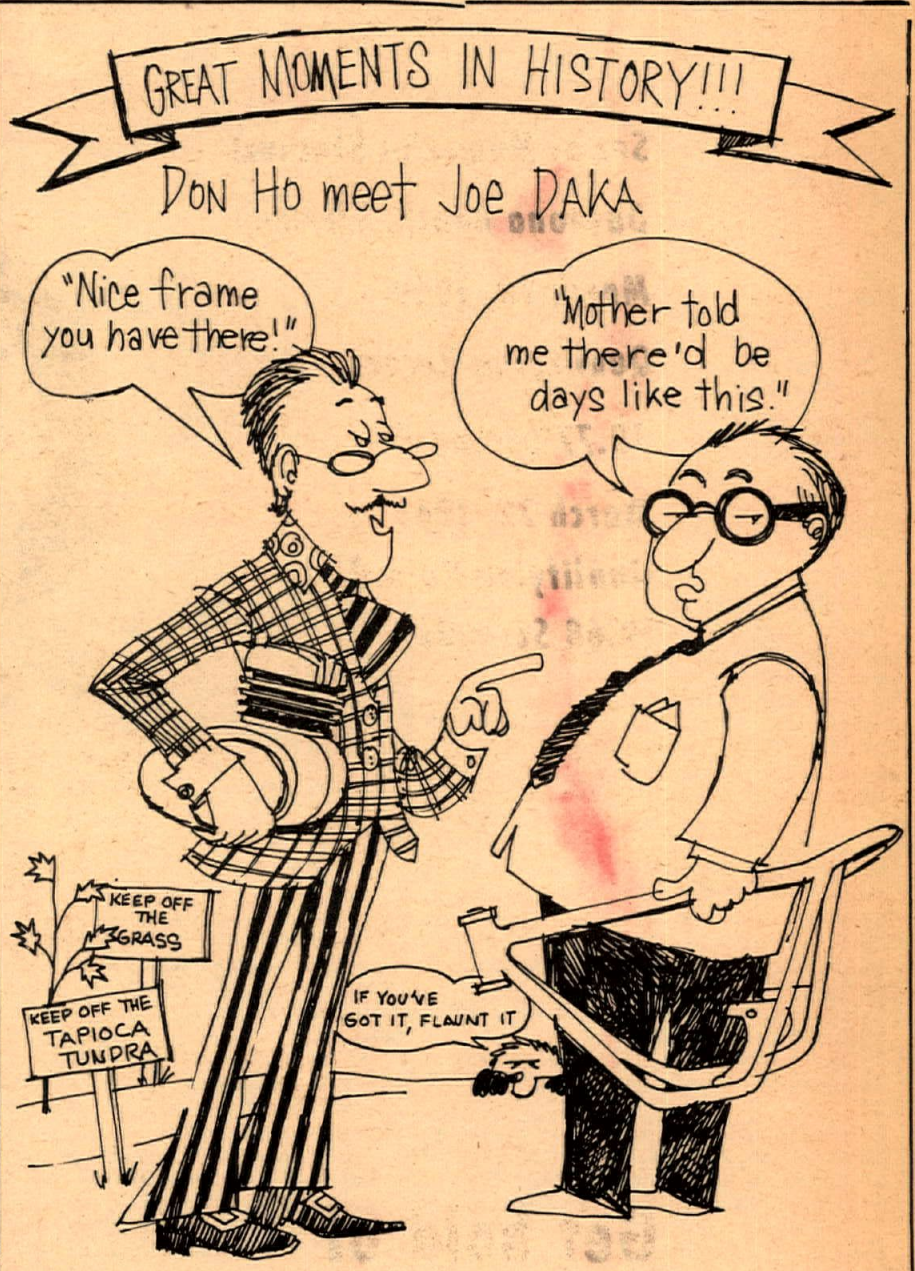
"I'll sure be glad when the rail strike is over."

"Let's see now... Athena's got to be around here somewhere!"



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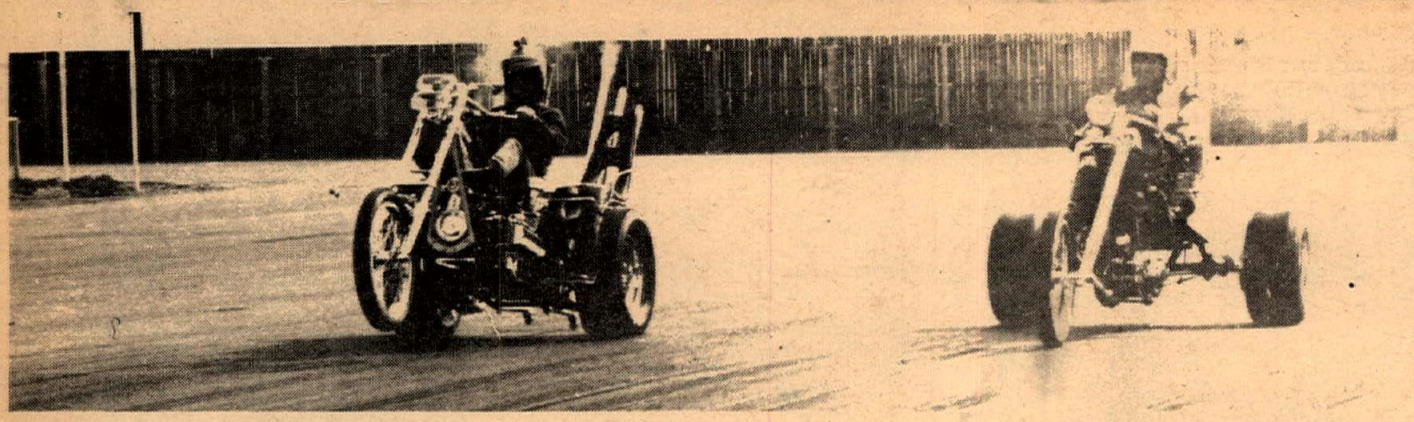
Three-Wheeled Choppers Set Coast-To-Coast Record



By "Scoop" Wilson, staff writer,
Glendale Gazette

LOS ANGELES, Calif., April 1 – The radically customized three-wheeled choppers of southern California's two masters of far out show machinery were welcomed back to the greater Los Angeles area after completing an 8500 mile combined goodwill tour and record-breaking continental speed run.

It all began when Ed "Big Daddy" Roth advertised he would match his Harley 45-powered "Candywagon" against any other tri-wheeler in the state for a series of long distance performance tests.

Immediate to take up the challenge was custom bike builder Tom McMullen of A.E.E. Choppers in Buena Park. Having just recently put the finishing touches on his latest creation, "The Trike", Tom was eager to pit his six cylinder Corvair unit against something worth its mettle. He contacted Roth and the necessary arrangements were made.

The first test was a drag race held at Orange County Raceway on a clear sunny day in February. With engines thundering, McMullen and Roth staged their machines as thousands crowded the stands, cheering excitedly. Traffic slowed down to a crawl on the nearby Santa Ana Freeway as drivers attempted to catch a glimpse of the mind-bending action.

With a horrendous screech of burning wide-oval rubber, Roth took a hole shot on McMullen and jumped ahead three bike lengths. But McMullen, with the more powerful Corvair engine coupled to a Powerglide transmission, soon caught up to Roth and began passing, on to what he supposed would be an easy victory. But Roth had one more card to play, and it was a surprise.

With only fractions of seconds left before they would cross the finishing lights, Roth reached down and pulled a switch. The Roots blower hidden in a compartment of the Candywagon's gas tank came into action, increasing the horsepower of the old 45 incher by 90 percent. This enabled Roth to come along side McMullen just as they crossed the lights. It was a dead heat. They had both reached a top speed of 243 m.p.h. with an e.t. of 8.8 seconds. It was a fantastic performance.

But this was only the first of many tests of machine and rider.

They bid everyone farewell and eased out of the Raceway, waving to the cheering throng.

They travelled for two days, stopping off at Grants, New Mexico one night and Beaumont in east Texas the next. The morning of the third day dawned with the two intrepid riders already on the road, heading for the site of their next gruelling test.

They pulled up to the foot of Canal Street in New Orleans just as the Mardi Gras was about to begin. Roth and McMullen had wired ahead, informing the city officials of the coming of the two outasight trikes and the festivities had been held up in anticipating of their arrival. As they took their place at the head of the parade, the crowd gave a great cheer. Now the Mardi Gras could begin. The three-wheelers made it complete.

But to Roth and McMullen, it was strictly business. This was the second important test of their skills as top chopper builders. Thousands of dollars of future business would be at stake during this phase of the run. As the parade started up, the two riders eyed each other grimly and nodded in mutual assent that the contest was on.

Now, as everyone knows, one of the main reasons people ride choppers (or any motorcycle, for that matter) is to make it with a good looking girl. Consequently, it was felt that to thoroughly evaluate the custom trikes, it would have to be determined which of the two machines had the most sexuality. Ed and Tom had to see how many young girls of the age of consent that could be attracted and induced to "go for a little ride." And the women had to be choice material. No dogs would be counted.

As the parade made the final turn at the end of the main boulevard, Roth had six pretty girls hanging on or desperately running after trying to gain a foothold somewhere for the ride. McMullen, however, had ten young females aboard. "It was those extra two seats that did it," Roth commented later. "They are a nice touch for picking up a honey."

The mayor presented them with the keys to the city and thanked them profusely for helping make this year's Mardi Gras the most successful one in history. Turning down offers to party it up for a few weeks, Roth and McMullen

got ready to continue their run.

After three hard days of riding, Roth and McMullen were in Washington, D.C. where they would subject their custom bikes to another type of competition – testing the reactions of the Establishment.

For a chopper to really be righteous, it has to be able to rattle the civic-minded, up-tight, upper-middle class citizen. It has to do this just by being there, by existing. To determine which of the two bikes had the most of this nebulous quality, they were going straight to the source of the established way of thinking – the nation's capitol.

Roth and McMullen hadn't planned this part too carefully; they were just going to play it by ear. Not sure where to start, they just rode around for awhile, digging the dumb federal architecture. Then McMullen got an idea.

"Hey, Roth, let's drop by and see the prez."

"The prez? I didn't know Sonny was on the east coast."

"No man, I mean the President," Tom explained, "You know, of the United States."

"Oh yeah, I know who you mean now. Sounds okay to me, but where do we find him?"

"Where he lives, I guess." With that they headed for the White House.

Parking their rigs by the curb, the two of them walked up to the impressive porch and knocked on the door. No answer. They knocked again. This time the door slowly opened a little and someone asked, "What do you want?"

"Well, we just wanted to stop by and say hello," Roth said to the crack in the door.

"Just stopped by to say hello? Are you kidding? Nobody stops by the White House to just 'say hello' to the President of the United States," informed the door crack. "People come by either to get State Department money to set up a new government somewhere, or they come by to demonstrate and denounce our policy regarding the financing of unpopular new governments. Now which is it?"

"We're not putting you on," Tom said. "We rode our customized three-wheeled motorcycles out here from southern California and we just wanted you to see them. That's all."

"Rode your motorcycles out here? From California? And you want me – the President of the United States – to come outside and look at them? You must be out of your minds! I can't do that. Besides, I'm busy." The door slammed shut.

Roth and McMullen stood there for a moment, not sure what to do. This was a typical reaction, but it was too general. What they needed was a specific outburst to their particular choppers. Where could they get a studied appraisal of their two machines by unnerved citizens? How could they get a denunciation of analytical importance?

As they walked back out to their bikes discussing what to do next, they were met with a couple of hard looking plain-clothes types that presented them with subpoenas. The actions of the two chopper riders had been noticed in Washington and they were to be investigated by Congress. Now this, though Roth and McMullen, was a little more like it.

The next day they appeared in Congress. The galleries were jammed, a full quorum was announced, and the business of investigating the two choppers parked outside got underway.

The day wore on as speech after speech was made regarding chopper, how they are immoral, a bad influence on the youth of America and that they should be made illegal by federal edict. Roth and Mc Mullen felt they were finally getting somewhere. Then a senator from the midwest went to the podium and got down to particulars.

In summing up Congress' case, the senator mentioned that two examples of customized motorcycles were parked right outside and everyone should go and see for themselves what a detrimental influence such vehicles were to the orderly and sane operation of government.

All the congressmen immediately got up and began making their way down the steps to the chopped three-wheelers of Roth and McMullen. The machines set there in all their garish irreverency at the foot of the halls of that august body.

The congressmen came up to the two customs, clucked their tongues, raised their hands to God as Job must have when he was visited by his great misfortunes, and generally bemoaned the existance of such objects not in keeping with the great American ideal of what was Right and Proper.

Congress went immediately into a closed-door session. Escorted by the Master-at Arms, Roth and McMullen were brought forward to the special chambers where the real business of government is carried out.

In the course of asking the two bike builders questions in order to find a convenient and expeditious way of outlawing this type of vehicle, Ed and Tom happened to mention their successful mail-order businesses. The committee learned that between the two chopper entreprenuers there was a total of $1.5 million spent a year on postage along in mailing out catalogs, magazines, parts, and other custom paraphernalia.

Upon hearing this, the congressmen became silent, looked at one another, then began whispering amongst themselves. To outlaw choppers, they soon realized, would mean losing all that postal revenue. That would never do. The Postal Department was already under fire for gross inefficiency and needed all the money it could get to keep on its ponderous way. Congress not only had to do an aboutface, but had to give their approval to that which they were morally committed to denounce. But being expert in this type of manuever, it was surprisingly easy.

A member stood up and made a speech to the effect that Congress had been misinformed regarding the nature of chopped motorcycles, that true individuality was dear to the hearts of all Americans, and that the question of branding choppers per se as illegal and immoral was no longer a valid matter for Congress to concern itself with. Thereupon, a motion was introduced to adjourn for a five-day weekend. It was seconded and the meeting was quickly called to a close. Roth and McMullen were free to go, and to go with the blessings of the federal lawmakers.

This wasn't what Ed and Tom had wanted, but it was a lot better than sticking around for who knew how many days, sitting through dull, retorical speeches and committee meetings. The big question hadn't been answered, but they were anxious to be on their way.

The next and final segment was to be the most important: the high speed, long distance run back to Los Angeles.

They raced for 36 hours straight, stopping only at gas stations to fill up (and sometimes when they didn't have to fill up), occasionally reaching speeds of 145 m.p.h. They were neck and neck as they took the Grand Avenue offramp from the Hollywood Freeway and sped towards the Los Angeles Civic Center. Cheering crowds lined the streets as the two rigs crossed the predetermined finish line in front of city hall. It was McMullen ahead of Roth by only inches. Roth's beard had blown up into his eyes, blinding him momentarily, forcing him to shut down enough to let McMullen take the win.

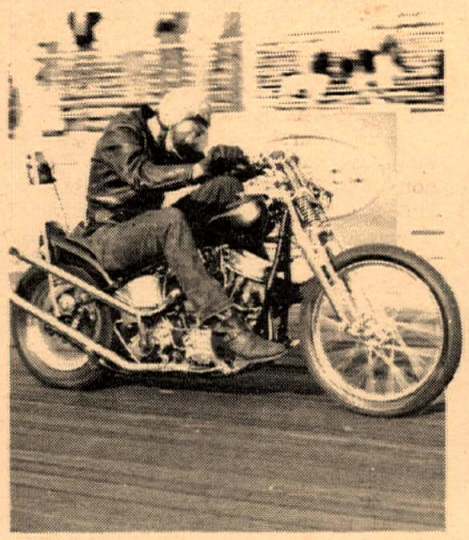
Taking a slow lap around the Center to cool off their engines, the two riders swung up to the civic officials' stands in front of city hall where they were asked to say a few words to the thousands of people gathered there for the momentous occasion. McMullen went over to the microphone and read from prepared notes. "Ape hangers are 'out'," he declared, pausing dramatically, "and fishtail exhaust tips are 'in'." Upon hearing this, the crowd went wild.

Roth and McMullen shook hands with Mayor Yorty and other grateful city officials. They were congratulated for breaking the intercontinental speed record and for showing the whole nation what Southern California stood for as epitomized by their far-out choppers.

The Drag Race Scene

By Dan Zeman

Jeff Gough blew his engine a few weeks back and is out racing again. Jeff's 48-inch Triumph is the quickest and fastest single engine Triumph on the West Coast. This bike turned a best of 9.96 and 141.80 mph. Jeff has been experimenting with some of Harman & Collins cams lately, so that may have something to do with it.



All kinds of motorcycles compete weekly at the drags. Here a California chopper goes against the clocks.

Joining in the spirit of April Phool are, left, Jack Linn and Brian Janes, jes doin' their thang!

Jeff Gough, aboard California's only 9-second Triumph, softens the slick just before going out and nabbing Top Bike honors. Bike runs 4th gear only.

Moulders and Reese have been tipping the can to their Norton and worked their time down to 10.40 and 135.93 mph, taking runner-up. Clarence Bailey thinks he may switch to fuel on his twin engine Norton to keep up with the rest of the crowd.

Kawasaki Proves It

A very interesting thing happened in Street Division. Kawasaki brought out their new 3-cylinder model. What's so great about that? They brought it out in a crate! Everybody was talking about how fast these new models are, but they think they were breathed on.

Kawasaki wanted to prove that it would go in the twelves and 100 mph or better right out of the crate. After about an hour's work the machine was assembled and ready to run. Tony Nacosia rode up to the staging area and on his first run with zero miles on the bike, turned a 13.10 seconds and 99.56 mph. Two runs and one and a half miles later, the bike turned 12.96 and 100.78 mph. There were four other bikes in C Street and this same Kawasaki eliminated all four of these and took the Class Trophy. Kawasaki proved their point.

...So Does BSA

Dick Strickland took B Street on a 3-cylinder BSA machine that was also new. Turned 13.41 and 98.90 mph.

I can't believe how popular Drag Racing is getting with the motorcycles. There were 49 bikes entered today. I had to count the entry cards several times to believe this myself. I don't know what to say, except – groovy, man. This is the third week in a row that the entries have exceeded the forty mark.

There are enough bikes showing up now to go into the A.H.R.A. breakdowns. This will go into effect April 20th. And will also be in effect for the July 4th meet. This will be better in the respect there will be a class breakdown about every 95 cubic centimeters.

July 4th All-Bike Meet

There have been a few questions asked about the July 4th All-Bike Meet at Lions. A little more information has been received and goes as follows: The gates will open at 1:30 in the afternoon and eliminations will start at 7:00. There will be pre-entry and the form will be in Cycle News within a couple of weeks. Children under twelve will be admitted free.

I don't know how the purse will be distributed yet because the total purse won't be announced until June. So far Lions has donated ONE THOUSAND DOLLARS. Dan Zeman $25.00, Betty "Meet The Dragger" Nichols $25.00 and Ed Roth of Choppers Magazine $25.00. Gommi Racing Engines is donating $50.00 worth of shop work to Top Fuel. A few of the local shops say they will donate, but I haven't received any other checks as of yet. Remember, everybody donating towards this will have their name or business and the amount donated in this column and there will be a 4'x8' sign at Lions Drag Strip every week up until and including July 4th. Their name or business plus amount donated will also be on this sign. Please send any donations by check or money order to Dan Zeman, 379 Paseo De Gracia, Redondo Beach, Calif. 90277. This money will be forwarded to Lions Drag Strip.

(Results on page 16)

Greeves STORMS TO VICTORY

New 250cc Short Stroke Wins

Spokane, Washington Motocross
3/23/69

1st Gary Bailey – Greeves

Greeves 360cc Wins

Mint 400 3 – 23/69

1st 500 (2nd overall)
Team of Max Switzer and Dick Dean

Spokane Motocross
1st 500
Gary Bailey

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Sand Squirt At The Ocean

Sandlake, Oregon Runs 'em Ragged

Keith Grimin on his 100cc Hodaka took 1st place in his class with 5 laps.

Above: The flag is down and OH! I hope that engine will start on the first kick! Insert: Overall winner, Larry Brooks, on a 250 Yamaha follows Richard Webb through chickpoint #3.

In the back stretch Bill Toman juices his 650 Triumph around the inside of Jimmy Gustin's 250 Ducati.

By G. Robert Schwarz

How old is "too old" to ride competition? I doubt you'll ever get a straight answer from anyone. However, the Sand Scrambles, hosted by the Lobo Motorcycle Club at Sandlake, Oregon, March 9th, was an extremely interesting display of how a duffer (rider over 40 years old) literally snowed under a host of younger eager beavers, most of whom took one look at the course and said, "It's too tough and I ain't agonna ride".

Well over 100 riders showed up for the Sand Scrambles at the coast which was basking under beautiful skies. Sand conditions were good and oh, so soft. The course was about 3 miles around. Over half was in the soft stuff while the remainder was hard beach sand, cobblestone, creeks, mud, buried logs and other debris.

Unfortunately, riders had the opportunity to preview the course and see what lay ahead. For various reasons about 50% (including some name riders) decided to watch us idiots compete rather than participate. The results for those who did ride was really amazing.

Classes ranged from 0 to 250cc; 250-450cc and the open class. With three check points on the 3 mile course all riders rode as hard as they could (or dared) for one full hour. The winners were determined by how many laps were ridden during the time limit. In case of a tie, the clock time as they arrived at the last check was the deciding factor.

At 1 p.m. from a dead engine start, 49 riders sprinted on foot to their machines and squirted off for a 1-hour duel in the soft sand. Within several hundred yard the track narrowed into a soft, farily steep uphill grade. On top of the grade the course snaked through bunch grass that was really lumpy with sand and not at all properly spaced for fast riding. Then – right smack dab into a shallow bowl of soft stuff. Sand literally filled the air as riders gave their machines full bore treatment to find the elusive traction fluff.

To this point on the course (3/8 of a mile) there were already several breakdowns within the first lap. From there to the first one mile check the course levelled off to an almost straight shot over the top of a long, rolling sand dune.

The bikes with a lot of R's backed up with a little horsepower and, encouraged at the beginning with a little foot power, they were soon planing on top of the sand and getting into the higher gears. Some were even pulling 4th gear and screeching along the skyline at nearly 60 mph. After a few laps, these "freeway" sections turned into "doomsville" for several riders. It seems that when a rider goes parallel to the soft sand ruts, it causes the bike to fishtail rather violently. Naturally, when the rear wheel passes the front wheel and both become anchored in the sand, the rider goes over the high side and all forward motion ceases rather abruptly. (Even with a helmet, one can easily get well jolted when bailing off – I know!)

From checkpoint one, the course changed direction and headed toward the ocean over another 3/4 mile section of fullbore soft stuff.

Then down a corkscrew sand canyon and up a slope of fluffy sand that was impossible unless you had momentum. Down a hill and onto the beach into checkpoint two.

After check two was a straight shot down the beach over cobblestone for about 5/8 of a mile. Take a hard, high speed left and bounce over a submerged log buried in the sand and back into a short section of the soft sand. Like gangbusters the course dove into hard, wet clay, soft sand again, a creek, hard clay that was gooooooreasy and then hard sand all the way into checkpoint three. Then we did it all over again.

Would you believe that the overall winner was a middle-aged man (not quite a Duffer Rider) by the name of Larry Brooks, riding a 250 Yamaha, who pulled one more lap than the second place winner. Also, would you believe that the third place winner was a veteran by the name of Roy Burke (who claims to be only 49 years old), pressing a 350 Ducati. Also, would you believe that a 100cc machine made it 5 laps around the grueling course. The course was so interesting you almost didn't know what to expect next. Fifteen out of 49 bikes finished the one hour run. You might think that riding in the sand would be a cherry (naughty word) run, but it was not. When it was all over and done with, I ached from head to toe.

RESULTS: Overall Winner: Larry Brooks, 250 Yamaha (10 laps), Open Class: 1st Jim Hoffman, 650 Tri (8 laps), 250-450 class: 1st Bob Mills, 250 Greeves (9 laps), 2nd Roy Burke, 350 Ducati (8 laps), 3rd Don Schaberg 360 Maico (8 laps), 4th John Beilstein 360 Husqvarna (8 laps). 200 class: 1st Keith Grimin 100 Hodaka (5 laps).

Spokane Sets the Pace

By Oliver P. Nerdworth

SPOKANE, WASH., March 23 – Twenty-four hundred miles is a long way to travel, but Gary Bailey made it worth his while by winning three out of four classes in the $1,500-purse moto cross-scrambles put on by Darrel Triber, famous Spokane racer-dealer. Bailey, sponsored by Nicholson Motors and Torsten Hallman, (Penton) went home $600 richer for his weekend's efforts. "It's the most money I ever won," said he.

Bob Kopp, winner of the open Class, was the hometown favorite. Brother Norm Kopp beat Bailey once in a 125cc Moto to take second place on his Sachs. Dick Jagow and Mike Clark were Bailey's competition in the 500 class, Clark again took runner-up in the 250 motos.

The course employed a fairgrounds track and a trip through a rocky section. Bailey caught one rock, inadvertantly thrown up by a leading bike, in the solar plexus and, as he later told it, "I had to ride half a lap with the wind knocked out of me."

(Results on page 20)

Photo By Leica

Bailey set altitude records winning 3 classes on Greeves and Penton cycles.

Triumph Returns To Bonneville

$25,000 in prize money is being offered by Triumph/East and Triumph/West during the Annual Speed Week at the Bonneville Salt Flats, Bonneville, Utah.

The events will be held in conjunction with the Annual SCTA Speed Week (Southern California Timing Association) and the AMA. Entry fees for each record run must be paid in accordance with SCTA rules.

Inspection will be on August 16, 1969, the speed trials will run from August 17-23, under the direction of AMA official, Earl Flanders, who will be the Referee.

The prizes are open to any person wishing to enter a three-cylinder, 750cc, Triumph Trident in one or more of the 16 classes open to 750cc motorcycles. The Triumph prize money will be allocated as follows:

A. $1250 for each record established by a Triumph entry and officially standing and recognized by the AMA at the end of Speed Week. This amount of money will be paid for records established in each of the 16 classes, including fully-streamlined motorcycles.
B. $2500 bonus will be paid for the fastest overall speed record attained by any Triumph motorcycle entered during Speed Week, except for fully-streamlined classes.

The contest is open to anybody in the country. Rules and regulations concerning the 16 classes may be obtained by contacting your Triumph dealer, who will also supply entry blanks to all prospective contestants.

Bell Offers $8,400 To AMA Pros

Bell Helmets of Long Beach, Calif., makers of what many consider to be the best head protection on the market, have further sweetened the lure of their product for professional racers by putting up $7,400 in contingency prize money to winners and runners-up in AMA National Championship races. In addition, the Grand Nation Champion will receive $1,000 from Bell if he wears their favorite hat throughout the season.

San Diego County News

By Billie K. Sager

Doug Christensen of the Road Cruisers M.C. won second prize for his entry in the "Best Dressed Egg" contest. Candy on a wire frame.

DISTRICT 38 – March 23, 1969 – The third road run of the season here proved at least one thing about a bunch of cyclists – they have as much fun as kids on an Easter egg hunt. The Terrapins M.C. held their 2nd Annual Easter Egg Run, with sign-in at San Diego Harley-Davidson in mid-town San Diego. The 111 entries covered 98 miles over the various designated routes that led them to the highlands of Dodge Valley, located on route 79 near Rancho California and the Anza cut-off. The day was made to order, with the perfect weather being neither too warm for leathers, nor too cool without 'long-johns'. With all the recent rain, the countryside was a lovely green as far as one's eye could see.

Before everyone checked in, an old fashioned egg hunt was held – and you can bet there were some hilarious sights and sounds going on. From a distance, a masculine voice could be heard through the pretense of tears "I can't find any eggs" (Ron Campbell, salesman at S.D. Harley). Many got on their hands and knees to pry under debris, and one brave soul even ran his hand and arm into a gopher hole up to his elbow before deciding it was empty. Time was at last called, but the tally of eggs turned in after each person checked in let everyone know that the most of the 45 dozen eggs remained in their seclusion for the hungry critters of the wild to feast on later.

Another contest that had some very interesting results was for the "best dressed egg". There was a lot of imagination working and hours of labor involved. Doug Christiansen of The Road Cruisers M.C. made a unique motorcycle measuring 10 inches long, with a coat hanger being used for the frame, the wheels made from boiled eggs with spokes and tires painted in black, candy eggs formed the tank, engine and exhaust pipes, and the seat made by wrapping cherry shoestring candy around the wire framework.

Even "John Q", a cyclist-dreading, non-riding enemy who thinks roads are made only for automobiles, was very considerate of our existance. On several occasions he moved over and signaled an entire group riding in formation safely around him. We prefer to decide the horrid fallacy that has long plagued the leather and wheels people may at last be lifting in the minds of our cage-driving roadmen.

RESULTS

Clubs that represented District 37: Motor Maids M.C., Golden Eagles M.C., Norwalk Rockets M.C.

From District 38; all of the 8 clubs in the S.D.R.R.A. Dressed Egg, 1st place– Don & Harriet Hurst, Singing Wheels M.C., 2nd Doug Christiansen, Road Cruisers M.C. 3rd Richard Wilson, Poway M.C.

Sandra Henry of Fallbrook, San Diego County's only known member of Motor Maids lends glamour to Southland rallies.

Egg Hunt; 1st Bob Bristol, Road Cruisers M.C., 2nd Joe Walker, Singing Wheels M.C., 3rd Leon Cooper, Singing Wheels M.C., 4th Harry Watkins, Poway M.C., 5th Ralph Reeves, Marys Men M.C., 6th Ron Derouin, Road Cruisers M.C., 7th Dorothy Wilson, Poway M.C., 8th Jo Fizzell, Tri-City M.C.

Collector of most eggs (24) Ralph Reeves, Marys Men M.C. Oldest AMA Member: Harry Teachout, Singing Wheels M.C. Oldest Entry: Dick Trago, Road Cruisers M.C. Longest Distance Rider: Tom Rittenhouse, Gardena (with his toy poodle). Best Dressed Club: Singing Wheels M.C. Largest Club: Tri-City M.C.

Wheels Will Spin To Aid Retarded Kids' Home

Several years ago the Luthern Association for Retarded Children opened the Home of Guiding Hands at Lakeside, California. The home was planned for 150 residents (The children are never called patients or other institutional names) with complete facilities even including a cute little "Village canteen" with candy stripe tables and chairs.

Being a charitable, non-profit organization and receiving no help from the United Service Fund, the home is dependent entirely upon private subscriptions for its survival. They have a full time paid staff of professional therapists but rely greatly upon volunteer help from college and high school students to give the children individual attention and direction in their physical education and recreation.

For three years now, The Singing Wheels Motorcycle Club of San Diego has held a benefit tour for the Home. Each year has been better than the previous run and with the help of Southern California Tour enthusiasts this year will be the biggest yet.

All of the trophies and merchandise prizes have been donated so every penny of your $2.50 entry fee will go to the home.

Besides the entry money, the Singing Wheels Club has acquired a popcorn vending machine which they are presenting to the home to use in the little canteen.

The run will start at Chuck Holenda's Harley-Davidson Shop in El Cajon, Calif. Sign in time will be from 8 a.m. to 10 a.m. Sunday morning the 20th of April with a deadline time of 2 p.m. There will be Field Events and Fun and Games with and old fashioned weiner roast for your enjoyment and every penny goes to the Home of Guiding Hands.

Here is an opportunity for you to get out in the beautiful California Spring time, participate in your favorite hobby at a reasonable fee which you can deduct 100% from your income tax. You can phone (714) 262-9507 for further information. A Cycle News reporter will cover this event so come and get your picture in the paper.

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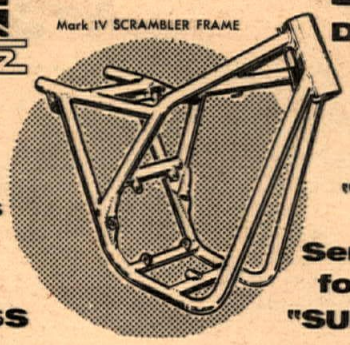

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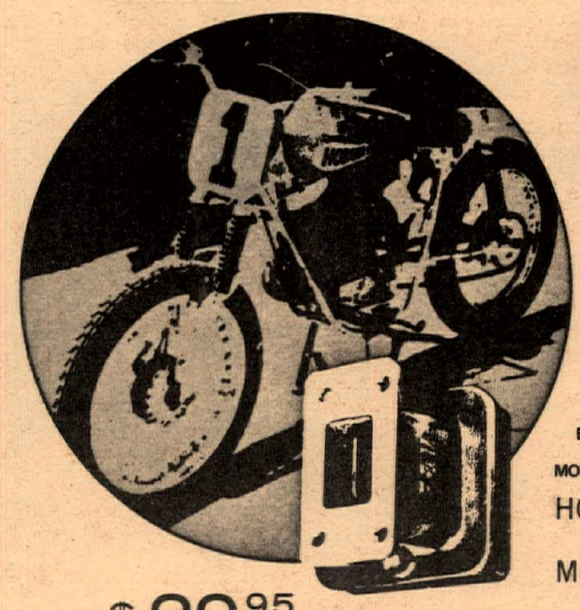

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1961	Roger Reiman	Harley – Davidson
1963	Ralph White	Harley – Davidson
1964	Roger Reiman	Harley – Davidson
1965	Roger Reiman	Harley – Davidson
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Willow Springs Swings

Photos by Dennis Greene

WILLOW SPRINGS, Calif. March 30 – Under ideal racing conditions 150 Grand Prix and Production road racers took their monthly jaunt out to Willow Springs Raceway for the second ACA championship points event in the 1969 season.

Lightweight production, 50cc and 100cc GP machines all had 25-minute events, with all the other GP classes running 45 miles each. Fastest times of the day went to Tony Murphy and Buddy Parriott at 1 min. 46 sec., with Murphy eventually winning the 250cc GP event after a spectacular race between Murphy, Parriott and Pay Hynan, all three Yamaha mounted.

Heavyweight production race gets through the first bend in good shape (above) with Roland Pagan #5 (also below) on a Triumph Trident first overall.

The Triumph Trident triple held off all standard production comers.

Parriott and Murphy had a real duel of style on equal 250cc bikes.

Ken Russell took first 500cc with his box-stock Kawasaki Mach III. Note centerstand was removed for corner-clearance.

The desert heat took its toll in the 350cc event. Out of the entire starting field, there were only four finishers, with Dave Doan from Riverside on a Honda, riding out of the Two Wheeler shop, taking first place.

In the Open and 500cc GP event, Fresno's Don Harms who just returned from Daytona on his yellow Harley-Davidson, finished in first place in the Open GP class, with Tony Murphy, second over-all and first in the 500cc GP class on his Norton Manx.

One of the outstanding lightweight riders of the day was 100cc Jeff Pasternak, finishing in first place riding on Angel. In the 125, 175, and 200cc GP class event, to everyone's surprise, #171 Rudy Galindo on a Yamaha finished first over-all, but not until after a great deal of scrapping with road racing champion Buddy Parriott. Galindo led the first two laps with Buddy leading the next 7 laps, and then Buddy dropped back into second spot until the last lap when his machine had mechanical problems.

In the 175cc GP class, first place went to #107 Doug Clifford from Hawthorne, Calif. on a Bridgestone and the 200cc class went to Dick Pearce on a Greeves.

The lightweight production event is always interesting, especially from the rider's viewpoint, with the small 50cc's through 200cc production machines battling. This time cubic inches took it and the over-all winner was a 200cc machine, Roger Wood on a Bridgestone. Rick Mullane came all the way from Seattle to take 2nd 125cc on a Honda.

The heavyweight production event also was captured by the largest displacement machine running in the event.

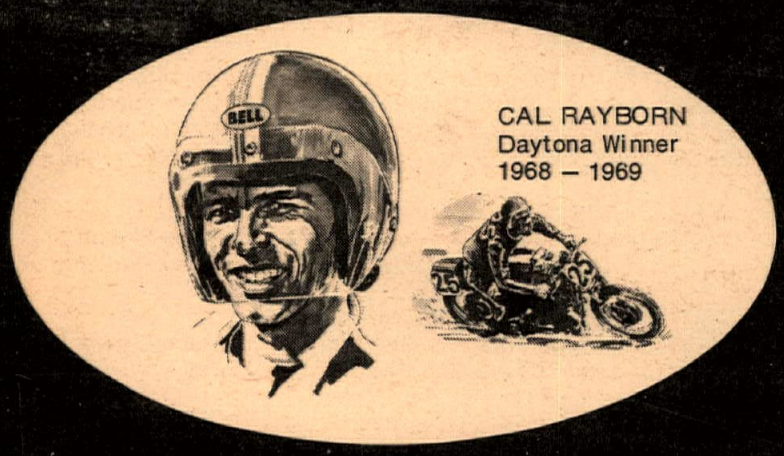
Dave Damron, first place 500cc production winner on Ocelot tuned Yamaha sponsored by Bakersfield's Mel Dinesen.

Roland Pagan, last year's open class champion repeated his championship performance and won first over all on a Triumph, with second place going to Ken Russell on a 500cc three-cylinder Kawasaki. It looks as if the Kawasaki Mach III will be the machine to contend with in the heavyweight production events in the future.

Ten additional events are scheduled this year for Willow Springs, including the very popular twelve-hour production event. The next scheduled event will be on April 27th.

(Results on page 21)

Winners go with Bell...why should you settle for less?



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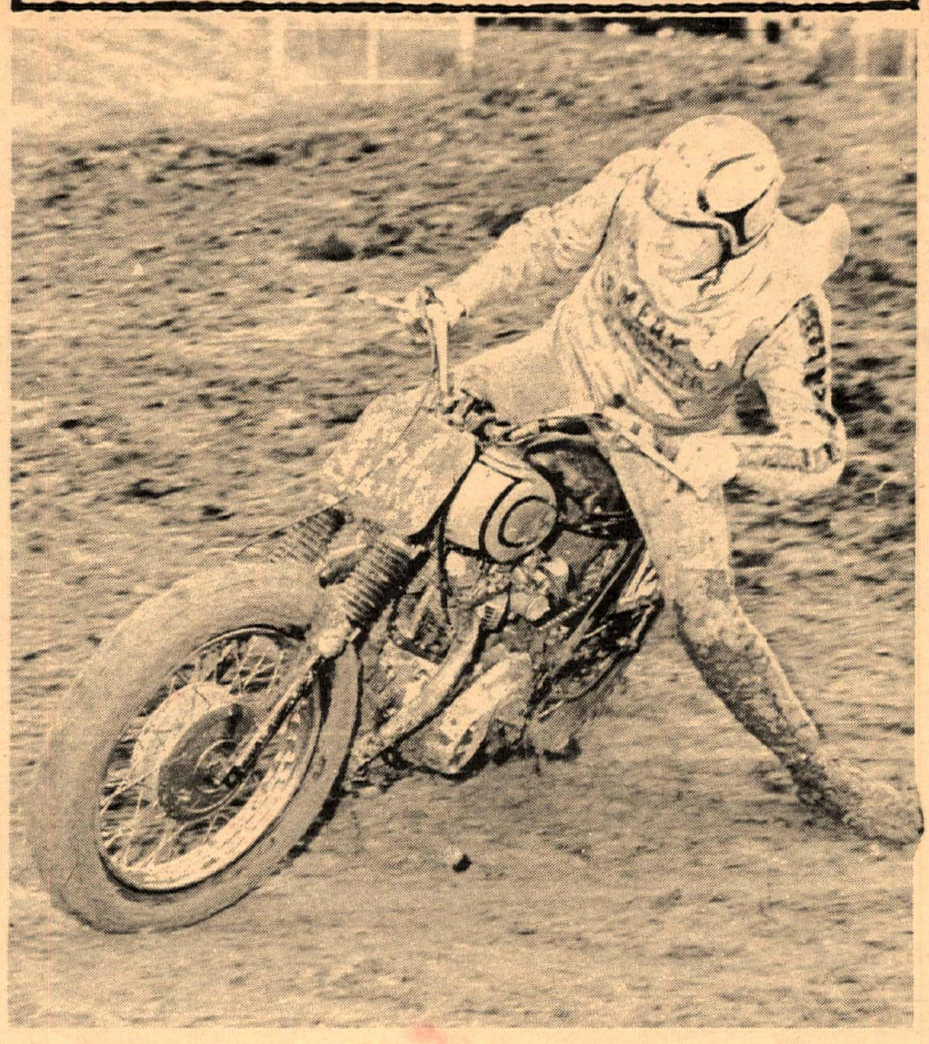
Richmond Ramblers Run in the Mud Again



By Smokey Thomas

A funny looking guy in a red hat told me that your paper needs local writers and photographers in northern California the worst way and that your reporters receeve free passes to all the big time motorsickle races.

So just to show you what I can do in the photographic line I borrowed a camera and took sum picturs at the Richmond Ramblers MC scrambles on Saint Paddys day, whitch same I am enclosing.

The Richmond ramblers M.C. are one of the blessed because they have their own track, located across the Bay from The City at point Richmond. It has lots of ups and downs and not much flats, and there are some places where ordinary sickle riders have plenty of truble after a rain. Cume to think of it there are places where the ordinary sickle rider has truble when it dont rain.

It had rained something feerce the night before and water was still trickling down off the hills. As there are a lot of hills there was a lot of water and almost all of it wound up in the same place, making a hog waller the like of which I aint seen since I left No, Mo, my home town.

The race was run backwards for Richmond, and this give the boys a chanct to get wound up reel tight when they hit mud.

Cum to think of it it was something like Corriganville, but up at Richmond they didn't have no guys with funny aksents to show the locals how to ride the wet & slick and so there were many mishaps in the mud.

The mud hole was about as wide as a logging road and musta seemed about as long to the riders. If a racer kept to his right he got through with only a little slickness and water but if he hit too far to the left he found a deep hole that was just about one sickle long.

When they blundered into this hole most of the racers shut off and that wuz all she wrote, but a few had sence enuff to crank it on and rare back on the handles when they felt that sinking feeling and they came out on the hind wheel in pretty good shape. Them as did otherwise stayed right there for a spell.

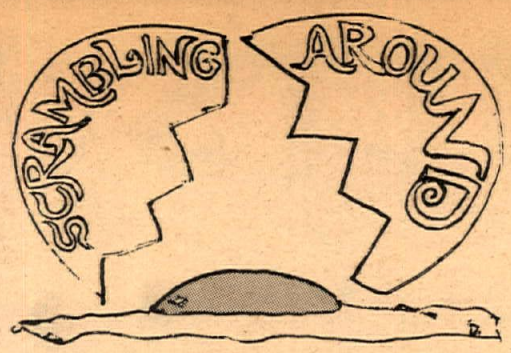
When you cum right down to it that sweedish fellow don't have much to loose sleep over.

But just about everyone had fun, and thats what counts.

I hope you like this story and will send me a pass to all the sickle races.

Yours Truly
SMOKY THOMAS

PS Smokey Thomas is not my reel name. My reel name is Evan Jones, but I thought I better not use it because some of these local sickle riders are tuff and I can't fight.



By Maureen Lee

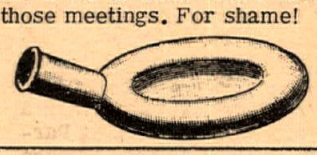
We are certainly tickled pink over the news that Chuck Minert will be going to England this July and thoroughly enjoyed talking to him about it at Perris. If there was ever a rider who deserves to go it's Feets. Over all these years he's been supremely loyal to the BSA marque and to his sponsors LeBard and Underwood, and has never ridden anything else, but not from lack of chances. From our brief acquaintance with Jeff Smith and from knowing Chuck pretty well, those two are much alike and will make a great twosome.

As a cheerful note to the 500 Expert class, from what Chuck told us, you guys had better watch out when he comes home. If you think his current scooters run fast, wait till you see what he brings back across the herring pond! We also know that the Boys in Brum will enjoy hosting Chuck because he's such a neat guy in spite of being so tough on the track. (What's Brum? It's English for Birmingham, luvs!)

Tucson TT Coming

Looks like we're going to have a good group at the Arizona State Championships April 13th. John Rice is going and we know he'll blow his cool when he sees that track because he's a born slider. Tony Denius swears he's going. If you've missed Tony and his Harley on the track lately it's because he was involved in a serious auto accident when he center punched a car that turned right in front of him. He got bashed around quite a bit and his jaw is still fully wired, but he wants to get back riding as soon as he can.

The last District 37 scrambles referees meeting wound up the work on the rough draft of the scrambles check list. Copies of this will be sent out to clubs to add anything or make changes etc. because a lot of them didn't have a rep. at those meetings. For shame!



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April Foolishness

Riders don't Fool Around

SCTA Trials – 3/2/69

Masters Class

1st	Jack Ward	Bultaco Sherpa T
2nd	Bob Nickelson	Bultaco Sherpa T
3rd	John Walters	Bultaco Sherpa T
5th	Bob Greene	Bultaco Sherpa T

Experts Class

1st	Kevin Walker	Bultaco Sherpa T
2nd	Don Lawrence	Bultaco Sherpa T

Amateur Women Class

1st	Edna Evans	Bultaco Sherpa T

Amateur Lightweight Class

1st	Tom McGeachin	Bultaco Sherpa T
2nd	George Karoten	Bultaco Sherpa T
4th	Bill Smith	Bultaco Sherpa T
5th	Yale Kemp	Bultaco Sherpa T

Stockton MC Scrambles 3/16/69

1st	Place 200 Novice Class Bill Cananaugh	Bultaco Sherpa S
1st	Place 200 Amateur Class Carl Yerby	Bultaco Sherpa S
1st	Place 250 Amateur Class Steve Ferroni	Bultaco PurSang
1st	Place 250 Expert Class Paul Johnson	Bultaco PurSang

Sacramento Short Track 3/23/69

1st	Place 200 Novice Class Gary Kunsman	Bultaco Sherpa S
1st	Place 250 Amateur Class Jim Rice	Bultaco PurSang

Sinners MC TT Scrambles 3/23/69

1st	Place 200 Am/Ex. Class Roy Griffing	Bultaco Sherpa S
1st	Place 250 Amateur Class Bob Frauenberger	Bultaco PurSang

Sportsman MC TT Scrambles 3/9/69

1st	Place 250 Novice Class Dan White	Bultaco Sherpa S
1st	Place 250 Amateur Class Larry Shoemaker	Bultaco PurSang
1st	Place 350 Novice Class Clint Arrowwood	Bultaco El Bandido

Sand Blasters Hare & Hound 3/9/69

1st	Place 250 Amateur Class Derwayne Lundberg	Bultaco PurSang
1st	Place 250 Novice Class Dave Messer	Bultaco PurSang

Prospectors MC Hare Scrambles 3/16/69

1st	Place 500 Novice Class Rich Shirey	Bultaco El Bandido

Four Aces TT Scrambles 3/16/69

1st	Place 125/200 Am/Ex. Class Roy Griffing	Sherpa S
1st	Place 350 Novice Class Jim Boothe	Bultaco El Bandido
1st	Place 350/500 Amateur Class C. Brunson	Bultaco El Bandido

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RESULTS

TROPHY WINNERS PONDEROSA HARE SCRAMBLES
Greyhounds M.C. 3-2-69
Ponderosa, Cal.

TRAIL CLASS (120 Entries)

1.	T. Brooks Jr.	Hod
2.	W. Anderson Jr.	H-D
3.	G. Cannady	Hod
4.	M. Lee	Hod
5.	B. Duncan	Pen
6.	H. Gipe	Sac
7.	P. Hunt	H-D
8.	C. Litton	Sac
9.	J. Hill	Sac
10.	J. Vericker	Sac
11.	J. Gallarza	Hod
12.	M. Lyle	Hod
13.	R. Hodges	Hod
14.	D. Griffin	Hod
15.	E. Dollins	Hod
16.	G. Ryder	Hod
17.	J. Lang	Hod
18.	J. Hart	Hod
19.	M. Mayes	Kaw
20.	R. Tieszen	Bul
21.	L. Watkins	Sac
22.	D. Clark	Hod
23.	R. Scott	Yam
24.	L. Fabry	Hod
25.	J. Wigfield	Hod
26.	J. Litton	Hod
27.	E. Barnes	Sac
28.	B. McLeod	Bul
29.	J. Sawyer	Hod
30.	T. Crim	Bri
31.	B. Pearce	Hod
32.	R. Bellamy Jr.	Hon
33.	G. Richardson	Hod
34.	J. McMurtrey	Hod
35.	G. Ekins	H-D
36.	C. Skov	Pen
37.	B. McLeod	Bul
38.	J. Semple	Bul
39.	G. Wingate	Hod
40.	M. Pruitt	Hod
41.	R. Schriever	Hod
42.	G. Souza	—
43.	M. Compton	Hod
44.	R. Jones	Yam
45.	G. Jordan	Hod
46.	K. St. Onge	Hod
47.	S. Wasden	Hod
48.	D. Erickson	Bul
49.	D. Low	Hod
50.	R. Wells	Hod
51.	J. Ziler	Hod
52.	T. Huyck	Hod
53.	P. Benedetti	M-B
54.	S. McCullar	Hon
55.	P. Shuts	Sac
56.	C. Noel	Hod
57.	P. Morgan	Hod
58.	J. Smith	Yam
59.	D. Schilling	Hod
60.	D. Dulian	Hod

OPEN CLASS (179 Entries)

1.	S. Staats	H-D
2.	D. Ellis	Hus
3.	P. Greenwood	Hus
4.	B. McCoun	Hus
5.	H. Hallgath	Hus
6.	R. Terry	Hus
7.	C. Behrle	Hus
8.	J. Hart	Mon
9.	R. Richardson	Hus
10.	D. Mitchell	Hus
11.	B. Blair	Kaw
12.	J. Coburn	Hus
13.	S. Ranta	Bul
14.	H. King	Hus
15.	F. Malis	Bul
16.	B. Ragsdale	Yam
17.	W. Baxter	Bul
18.	D. Pike	BSA
19.	B. Strauss	Gre
20.	R. Custer	Yam
21.	G. Gerlich	Hus
22.	J. Holmes	Tri
23.	C. Curnutt Sr.	Hus
24.	A. Adkison	Yam
25.	K. Beach	Hus
26.	G. Lanese	Hus
27.	W. Tell	Gre
28.	E. Scott	Bul
29.	F. Castro	Mai
30.	I. Hayes	Bul
31.	J. Rick	Tri
32.	T. Johnson	Hus
33.	T. Volin	Yam
34.	B. Clagg	Gre
35.	J. Larsen	H-D
36.	T. McMaster	Yam
37.	E. Meyers	Hus
38.	H. Weaver	Bul
39.	D. Smith	Gre
40.	D. Evans	Bul
41.	J. Brown	Kaw
42.	D. James	Yam
43.	B. Anderson	BSA
44.	J. Brock	Gre
45.	C. Smith	Yam
46.	C. Cumutt Jr.	Hus
47.	J. Horn	Yam
48.	C. Kelly	Bul
49.	J. Kell	Tri
50.	G. Clark	Sac
51.	J. Heinemann	Kaw
52.	J. Harker	Hus
53.	C. Miller	Mon
54.	W. Elliott	Yam
55.	W. Jacobsen	Mon
56.	D. Okamoto	Bul
57.	D. Schiffner	Yam
58.	B. Stewart	Mai
59.	M. Davis	Bul
60.	F. Miller	Gre
61.	T. Caywood	Tri
62.	J. Holland	Bul
63.	M. Brown	Sac
64.	M. Peck	Gre
65.	P. Ashford	Yam
66.	L. Selter	Gre
67.	B. Curtis	Yam
68.	C. Clark	Mon
69.	R. Taube	Tri
70.	J. Streitberger	Yam
71.	V. Reid	Tri
72.	J. Maeda	Bul
73.	K. Sixbery	Yam
74.	W. English	Yam
75.	G. Iwamoto	Hus
76.	R. Hill	Gre
77.	B. Greenstreet	Bul
78.	D. Willey	Bul
79.	D. Georgis	Hus
80.	H. Cannon	Kaw
81.	J. Perkins	Yam
82.	D. Ganske	Yam
83.	B. Graham	Yam
84.	J. Cola	Oss
85.	J. Griffin	Yam
86.	D. Massey	Yam
87.	L. Newton	Yam
88.	D. Barrett	BSA
89.	A. Dekoven	Bul
90.	L. Hunnewell	C-Z

OFFICIAL RESULTS SAN PEDRO M/C TT SCRAMBLES
Elsinore, Cal., 3-9-69

OPEN NOV.-AM.-EX MOTOS

*Tom Simpson	Tri
John Sprague	Tri
James Foxe	Tri
Rory Randall	Tri
Jim West	Tri
Tom La Fortane	Tri
Bill Barters	Tri
Greg Feeney	Nor

500 NOV.-AM.-EX.

*David Rich	Duc
Joe Flores	Tri
George Thibault	Tri
Dave Lenar	BSA
Tom Martin	BSA
Rich Gino	Duc
N.W. Caldwell	Tri
Fred Wing	Hon

100 NOVICE

*Scott Sivadge	Suz
*Glen Barrett	—
*Richard Green	Hod
Ray Hernandez	Hon
Herbert Lloyd	Hon
Steve Tinsley	Yam
Tim Schulze	Hon
Ricky Aguirre	Suz
Gary Booth	Hon

250 AM.

*Loyal Penn	Bul
Charles Gann	Bul
Jocko Arledge	Yam
Richard O'Neal	Yam
Jim West	Bul
Tom Vardeman	Bul
Dale Lundberg	Bul

100 AM.-EX.

*Troy McKee	Hod
Gary Kinkendoll	Suz
Dale Hopkins	Suz
Ron Powell	Kaw
Keith Tennis	Hod
Jim Ward	Hod
Roy McElroy	Hod

200 NOV.-EX.

*Charles Soderstrom	Bul
David Douglas	Bul
Mark Gay Jr.	Oss
Dan Ney	Sac
Lee Barnes	Yam
Bruce Wing	Mon
Scott Sivadge	Bri

250 EXPERT

*Ted Longwith	Oss
Larry Taylor	Bul
Jon Lindeberg	Oss
Brad Stankey	Yam
Pete Glines	Bul
Gary Nord	Bul
John Sprague	Bul
Wade Purcell	Yam
Robert Marckstadt	Yam
Stan Rogers	Yam

250 NOVICE

*Chuck Soderstrom	Bul
*Bill Bartels	H-D
Bob Hardison	Yam
Bob Patten	Bul
Brian Savage	Yam
Rich Kowns	Bul
Bob Greenstreet	Bul
Rich Gann	Bul

DNF

Larry Bochkay	Yam
Larry Hardison	Bul
Mark Colbaine	Kaw
Rick Kouns	Hon
Toby Stanford	Yam
Jerry Robinson	Hod
Dale Webb	Yam
Jeff Hellerud	Hod
Mike King	Hon
Jim Greaney	Hod
Terry Stanford	Hod
T. Harford	Hod

MOTOCROSS SCRAMBLES
Spokane, Wash.
March 23, 1969

By Darrel Triber

125cc COMBINED

1. Gary Bailey	Pen
2. Norm Kopp	Sac
3. Bob Gray	Pen
4. Bill Gray	Yam
5. Harry Taylor	Hod
6. Mike Jackel	Hod
7. Don Huei	Yam
8. Bob Bailey	Sac

250cc

1. Gary Bailey	Gre
2. Mike Clark	Mai
3. Dan Kaufman	Yam
4. Mike Riddle	Suz
5. Dave Clift	Kaw
6. Gordon Ochs	Bul
7. Rick Gray	Kaw
8. Pat Farrell	—

500cc

1. Gary Bailey	Gre
2. Mike Clark	Mai
3. Dick Jagow	Gre
4. Dick Poulin	Mai
5. Bob Bailey	Mai
6. Mark Hannah	Mai
7. Norm Kopp	Mai

OPEN

1. Bob Kopp	Tri
2. Gary Hight	BSA
3. Ray Hoffman	Tri
4. Vern Rank	Tri

WHEELIE CONTEST

Bob Bailey	Mai

TROPHY

Bob Kopp	Tri

STOCKTON M.C. SCRAMBLES
Stockton, Calif.
March 16, 1969

By Babs Chase

100cc NOVICE

Kim Jorgensen	Kaw
Neil McDonald	M-B
Larry Ringler	Cim
Paul Carter	Hod

100cc AMATEUR

Fred McFarland	Suz
Gary Lozano	Suz

200 NOVICE

William Cavanaugh	Bul
Dale Ivan	Bul
Gary Kunsman	Bul

200 AMATEUR

Carl Yerby	Bul
Don Simmons	Bul

250 NOVICE

Bill Hines	Kaw
Allen Chuck	Bul
Fred Rohrenbach	Mon
Larry Chodwick	Bul
Breen Hoffman	Oss

250 AMATEUR

Steve Ferroni	Bul
Dennis Huff	Yam
Jim Rice	Bul
Mike Whiteside	Bul

250 EXPERT

Paul Johnson	Bul
Ray Huff	Yam
Carl Leihr	Kaw
Don Stover	Yam

SIDE HACKS

Jack Singleton	Tri
Maurice Lilliman	

WOMEN

Shelly Trammell	M-F

375 NOVICE

John Redmond	Hon
Greg Baker	Bul

375 AMATEUR

Al Saldivar	Mai
Mike Woltkamp	C-Z
Crosby Chestnut	Mai

500 NOVICE

James Jacobson	Tri
Wendell Davidson	BSS

500-650 AMATEUR

Bob Bruhn	Tri
Bill Budde	BSA
Bill Lamdsborough	BSA

650 NOVICE

James Boucler	Tri
Craig Godwin	Tri

650 EXPERT

John Jorgensen	BSA
Gene Conant	BSA
Steve McCauts	BSA

AMA NATIONAL POINT STANDINGS AFTER DAYTONA

1.	Cal Rayborn	101
2.	Ron Grant	91
3.	Mike Duff	82
4.	Bart Markel	80
5.	Mert Lawwill	75
6.	Rod Gould	67
7.	Dusty Coppage	65
8.	Skip Van Leeuwen	57
9.	Tom Rockwood	56
10.	Peter Kellen	52

ELSINORE RESULTS
March 22, 1969

100 NOV. 1st MAIN

G. Kirkendoll	Suz
C. Smith	Kaw
B. Dobbs	Suz
L. Harmon	Hon

100cc NOV. 2nd MAIN

S. Willoughby	Yam
D. Remp	Yam
B. Rich	Bri
B. Archer	Hon

200 NOVICE

R. McLeod	—
R. Itzaina	Kaw
D. Bailey	Bri
F. Cox	Suz

250 NOVICE

J. Gresham	Bul
R. Bourbannas	Kaw
L. Bochkay	Yam
V. Hannan	Kaw

350-500 NOVICE

B. Smith	BSA
D. Ralph	Bul
N. Fleece	Bul

OPEN NOVICE

A. Smith	BSA
S. Young	Tri
M. Kemp	Tri

100 EXPERT

T. McKee	Hod
G. Kirkendoll	Suz
D. Hopkins	Suz

250 EXPERT

V. Hannan	Kaw
R. Ellis	Bul
J. Arledge	Yam
B. Stanky	Yam

500 & OPEN EXPERT

J. Sprague	Tri
L. Nolen	Mai
J. Foxe	Tri

SPECIAL EXPERT

T. LaFortune	Tri
R. Ellis	Bul
V. Hannan	Kaw

SWEEPSTAKES

T. LaFortune	Tri

SHORT TRACK RACES
Sacramento, Calif.
March 23, 1969

By L. Lawton

100cc NOVICE MAIN

Mike Rooney	M-B
Walton Burres	M-B
Jim Vaughn	Suz
Charles McGimsey	Suz

100cc AMATEUR MAIN

Del Silva	M-B
Gary Lozano	Suz
Fred McFarland	Suz

200cc NOVICE MAIN

Gary Kunsman	Bul
Jerry Spain	Oss
Phillip Sittner	Bul
Pat Gourley	Bul

200cc AMATEUR EXPERT

John Green	Kaw
Bill Strange	Kaw
Barry Webb	Kaw

250cc NOVICE

Allen Orinsby	Hon
Leroy Chambliss	Suz
Larry Craig	Bul
Dan Bannco	Bul
Eric Warner	Bul

250cc AMATEUR

Jim Rice	Bul
Steve Wilson	Suz
Joe Soto	Bul
Pat Rooney	Yam

250cc EXPERT

Frank Gillespie	Suz
Joe Henry	Yam
Jim Monegan	Bul
Cliff Askland	Bul
Tom Booth	Bul
Nick Theroux	Hon

1969 AMA NATIONAL NUMBERS

Natl. No.	Rider	City & State
1.	Gary Nixon	Baltimore, Md.
2.	Dick Mann	Richmond, Calif.
3.	Fred Nix	Franksville, Wisc. *
4.	Bart Markel	Flint, Mich.
5.	Larry Palmgren	Freehold, New Jersey
6.	Larry Schafer	Hyattsville, Md.
7.	Sammy Tanner	Wilmington, Calif.
8.	Roland Seabourne	Lawndale, Calif.
9.	National No. 9 not issued in 1969 (Gary Nixon's Assigned Number)	
10.	Neil Keen	Decatur, Illinois
11.	Jim McMurren	Nestor, California
12.	Eddie Mulder	Burbank, California
13.	Bud Budschat	Seattle, Washington
14.	Gary Davis	Portland, Oregon
15.	Ralph White	Torrance, California
16.	Dick Hammer	Lakewood, California
17.	Donald Howell	Canton, Illinois
18.	Mert Lawwill	San Francisco, Calif.
19.	Ray Little	Atlanta, Georgia
20.	Eugene Romero	San Luis Obispo, Cal.
21.	Robert Winters	Ft. Smith, Arkansas
22.	Daniel Haaby	Inglewood, California
23.	Dave Bostrom	Daly City, California
24.	Jack O'Brien	Los Angeles, Calif.
25.	Calvin Rayborn	Spring Valley, Calif.
26.	Edward Varnes	Cochranville, Pa.
27.	Charles Jones	Arcadia, California
28.	Jim Nicholson	Granada Hills, Calif.
29.	Herb Bellinger	Muscatine, Iowa
30.	Jack McNairy	Dallas, Texas
31.	James Maness	Augusta, Georgia *
32.	Russell Coppage	Burbank, California
33.	Bob Bailey	Anaheim, California
34.	Cal Janisch	Janesville, Wisconsin
35.	Robert Delie	Green Bay, Wisconsin
36.	Ben Breeding	Decatur, Illinois
37.	Mel Lacher	San Diego, Calif.
38.	Charles Palmgren	Baltimore, Maryland
39.	Duane Buchanan	Pekin, Illinois
40.	Robert Hinkle	Brookville, Ohio *
41.	Doug Showler	Cleveland, Ohio
42.	Warren Flickinger	Denver, Colorado
43.	James Compton	Newark, Ohio
44.	Ronald Widman	St. Louis, Mo. *
45.	Darrel Dovel	Kansas City, Mo.
46.	Joe Evans	Bloomington, Ill.
47.	Patrick Gosch	Omaha, Nebraska
48.	James Corpe	Washington, Illinois
49.	Donald Beasley	Evansville, Indiana
50.	George Longabaugh	Elverson, Pa.
51.	Dick Wood	Topeka, Kansas *
52.	Ronnie Rall	Mansfield, Ohio
53.	Alan Mathwig	Bloomington, Minn.
54.	Allen Smith	Springfield, Illinois
55.	Roger Reiman	Kewanee, Illinois
56.	Charles Southgate	Nashville, Tenn.
57.	Carl Williamson	Mill Hall, Penn.
58.	Jody Nicholas	Nashville, Tenn.
59.	Gordon Van Leeuwen	Bellflower, Calif.
60.	John Tibben	Elmhurst, Illinois
61.	Wayne Cook	Richmond, Virginia
62.	Michael Meyer	Reisterstown, Md.
63.	Dave Palmer	Redwood City, Calif.
64.	William Lloyd	Langley Park, Md.
65.	Al Gaskill	Utica, Michigan
66.	Duane Walker	Shawnee, Okla. *
67.	William Davis	Battle Creek, Mich. *
68.	Wendel Whisenhunt	Lindsey, Okla. *
69.	Sonny Burres	Portland, Oregon
70.	Mark Williams	Cottage Grove, Ore. *
71.	Daniel Welty	Deer Creek, Illinois
72.	Sam Satterley	Little Rock, Arkansas
73.	Sidney Carlson	Seattle, Washington
74.	Dennis Happel	Evansville, Indiana
75.	Harold Lyons	Indianapolis, Indiana
76.	Jack Forrester	Lafayette, Indiana *
77.	James Odom	Fremont, California
78.	Thomas Rowe	Coppersburg, Penn.
79.	Buddy Elmore	El Paso, Texas
80.	Emil Ahola	Tacoma, Washington
81.	Theodore Heil	Dayton, Ohio
82.	Jack Warren	Clio, Michigan
83.	Donald McLeod	Tacoma, Washington *
84.	Eddie Wirth	Manhattan Beach, Cal.
85.	Joe Messaros	Springfield, Ohio
86.	Mark Heinemann	Daytona Beach, Fla.
87.	Mark Brelsford	San Bruno, Calif. *
88.	Jack Simmons	Artesia, California
89.	Tom Bowersox	South Bend, Indiana
90.	George Cunha	Johnston, Rhode Is. *
91.	Rolland Hall	Kennewick, Wash.
92.	George Bartie	Detroit, Michigan
93.	W.T. Rufner	Ft. Worth, Texas
94.	Larry Darr	Mansfield, Ohio *
95.	Earl Myers	Bladensburg, Md. *
96.	Art Barda	Gardena, California
97.	Richard Jagow	Gresham, Oregon
98.	Bob Sholly	Camp Hill, Penn.
99.	William O'Brien	Waukegan, Illinois

* New Number for this man

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NEXT WEEK

Back to Normal

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ACA ROAD RACES
Willow Springs, Cal., March 30, 1969

HEAVYWT. PROD.
250cc
1. Geoff Mazon Suz
2. Richard West Suz
3. Ray Sebe Bul
4. Charles Van Breeman Duc
5. Barry Wenn Duc

350cc
1. Dave Damron Yam
2. Dave Allee Hon
3. Rayburn Johnson Kaw
4. Carl White Bri

500cc
1. Ken Russell Kaw
2. Bob Nelson Kaw
3. Reg Chosney Kaw
4. Dennis Walters Tri
5. Ray Jennings Vel

OPEN
1. Roland Pagan Tri
2. Bruce Martin Nor
3. Mike Keen BSA

LIGHTWT. PROD.
50cc
1. Ed Kelly Tar
2. Phil Thompson Suz

100cc
1. Mike Velasco Bri
2. Pat Evans Yam
3. Dale Hopkins Suz
4. Geo. Dillaway Ome
5. James McWorthy Suz

175cc
1. Jerry Zernikow Kaw
2. Bob Nelson Kaw
3. James Brister Mon

200cc
1. Roger Wood Bri
2. Stan Smith Bri
3. Allan Love Bul
4. Mike Enyart Suz

50cc DIV. I G.P.
1. Phil Thompson Suz

50cc DIV. II G.P.
1. Don Wicks Vam
2. Sid Chambers Vam
3. Ed Kelly Vam
4. Rudy Reynosa I-J

100cc G.P.
1. Jeff Paternak Ang
2. Elliott Andrews Yam
3. Stan Smith Bri
4. Dale Hopkins Suz

125cc GP
1. Rudy Galindo Yam
2. Ric Mullane Hon
3. Bob Barker Duc
4. Steve Froschauer Yam
5. Gary Kyle Kaw

175cc GP
1. Doug Clifford Bri
2. Ron Dean Hon
3. Norm Rille Ang
4. Bob Nelson Kaw
5. Glen Miller Bri

200cc GP
1. Dick Pearce Gre
2. Al Willard Oce
3. Roger Wood Bri

350cc GP
1. Dave Doan Hon
2. Alan Thompson Hon
3. Rayburn Johnson Kaw

500cc GP
1. Tony Murphy Nor
2. Dave Damron Hon
3. John Manning Vel

OPEN GP
1. Don Harms H-D
2. Roland Pagan Tri
3. Jerry Winter H-D

250cc
1. Tony Murphy Yam
2. Buddy Parriott Yam
3. Pat Hynan Yam

VIEWFINDERS GRANT PRIX
Westlake Village March 28 & 29, 1969

Unofficial by Maureen Lee

100 NOVICE CLASS
Steve Goldberg

250cc EXPERT
Gary Bailey Gre
Gary Conrad Hus

250cc AMATEUR
Bill Gomen Oss
Rick Hall Yam
Jim Jacklett Yam

101-200cc COMBINED
Gary Bailey Pen
Lars Larson Pen
Al Baker Yam

100cc AM./EXPERT
Preston Petty Suz
Gene Cannady Hod
Jack Morgan Hod

POWDER PUFF
Sandra Termin Hod
Glenda Holeman Hod
Patty Domay Hod

JUMP CONTEST
Al Baker (63 feet) Yam

SIDEHACKS—SATURDAY
Ken Metter/Darryl Metter
Ed Morris/Rodger Emmons

SIDEHACKS—SUNDAY
Jack Gamrat/John Samson
John Palfreyman/Bob Wirth

350cc COMBINED
John Maynard Mai
Larry Shoemaker Bul
Dick Allen Yam

500cc NOVICE
S. Schneider Hus
R. Shirley Bul
D. Keefe Hus

500cc AMATEUR
Steve Bast Tri
Steve Ellsworth Bul
Rick Hall Yam

500cc EXPERT
J.N. Roberts Hus
Jim Wilson Gre
Bob Friant Hus

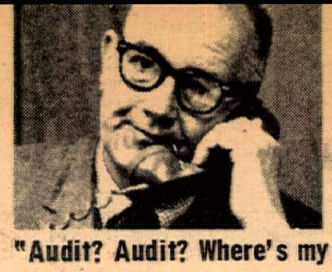
OPEN NOVICE
Stan Barrett Hus
E. Walker Tri
F. Close Tri

OPEN AMATEUR
Jesse Goldberg Tri
D. White Tri
G. Feeney Nor

OPEN EXPERT
Gary Jones Tri
DeWayne Jones BSA
Bob Bailey Tri

HOLLIGAN
Gene Smith Tri

250cc NOVICE
Unavailable



"Audit? Audit? Where's my Excedrin?"

SO. CALIF. TRIALS ASSN.
Lamb Canyon, Calif. March 16, 1969

by Gary Barton

135 ENTRANTS

MASTER CLASS
*1. Jim Wilson 2 pts 250 Gre
*2. Bob Grove 17 250 Bul
*3. Robert Nichekson 19 250 Bul
*4. Dave Evans 20 cl.16 250 Bul
5. Tom Stowers 20 cl.16 250 Gre

EXPERT
*1. Malcolm Smith 23 250 Bul
*2. Mike Hans 27 250 Cot
3. Dub Smith 37 250 Bul
4. Roy Sheridan 62 250 Yam
5. Norm Crowell Jr. 70 73 Sac

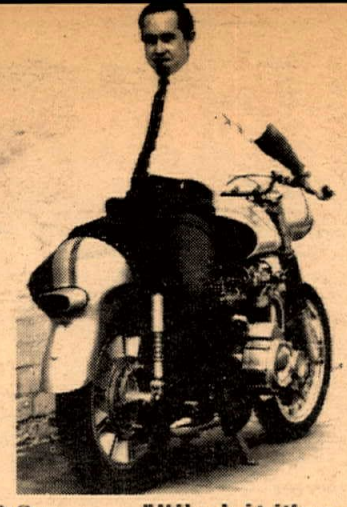
AMATEUR LIGHTWEIGHT
*1. John Brewer 0 250 Cot
*2. Bob Hans 0 250 Bul
*3. Bill Batzloff 0 250 Cot
*4. William Smith 0 250 Bul
*5. John Schulz 1 250 Spr
*6. Victor Conaway 1 250 Bul

AMATEUR HEAVYWEIGHT
*1. Bob Moll 7 360 Hus
2. Ed Coonfield 42 441 BSA
3. Arnold Dreier 48 441 BSA
4. Larry Smith DNF 350 Hon

AMATEUR ULTRLIGHTWEIGHT
*1. Gary Lane 3 cl.23 100 Hod
*2. Dennis Lane 3 cl.23 120 Kaw
*3. Bob Riggs 9 90 Hod
*4. Bill Earl 11 80 Hon
*5. Dean Klippert 12 cl.20 100 Hod

WOMENS DIVISION
*1. Doreen Portner 0 90 Hon
*2. Joyce Davenport 6 cl.18 90 Hod
*3. Donnie Steward 6 cl.16 100 Hod
*4. Dee Dee Earl 7 100 Hod
5. Mollie Jones 10 cl.16 250 Gre

KIDS DIVISION
*1. Martin Belair 1 190 Hod
*2. Steve Wright 4 100 Hod
*3. Debbie Evans 6 100 Yam
*4. Mark Garsha 7 100 Yam
*5. Cliff Herington III 8 100 Hod



"I'll admit it's a comfortable riding position, Floyd, but will my passenger go for it?"

"Assemblyman Foran, you've gone too far this time!"

Sacramento Raceway

By L. Lawton

One of the largest turnouts of riders for a short track race was experienced at Sacramento Raceway for the inaugural race of the 1969 season. Over 190 riders showed up to register for the races over the 1/5th mile track. Spectators and riders swelled the crowd to over 1500 to watch the days exciting events.

Mike Rooney and Del Silva of Sacramento were first time main event winners of the local riders entered. Rooney and Silva have won on other tracks in the area but both scored impressive wins for their first times at Sacramento National.

Other local riders that won trophies included; Walton Burres and Charles McGimsey in the 100cc Novice Class, Jerry Spain, second in the 200cc Novice class, John Green and Bill Strange in the 200cc Amateur class, Larry Craig, 250cc Novice, Pat Rooney in the 250cc Amateur class, and Joe Henry in the top 250cc Expert class.

(Results on page 20)

MRI MEET DISCUSSES PAYOFF

MRI MEET DISCUSSES PAYOFF

Motorcycle Racers Incorporated, the bargaining agent for professional riders, met last Wednesday and elected its 1969 Board of Directors. New Board members are Ray Hensley (Trackmaster frames, formerly Sonicweld), Dick Brazus (motorcycle dealer and sponsor), Dick Kelm (tuner for Dewayne Keeter and Shorty Seabourne), Carl Patrick (Expert rider) and Jerry Crivello (former MRI Secretary).

"New" AMA rules and payoffs were discussed. Under the new payoff system at Ascot Park, the winner of the Expert flattrack main event would only receive $144. The standard payoff calls for a 10-lap main event, although Ascot will still run a 15-lap main. Only the first four riders in heats and finals will get paid.

No course of action was decided by the MRI, although promoter J.C. Agajanian has offered an override to help keep Ascot the showcase of speed progress that it has always been.

MINT 400 FARCE
(Boo I.D.R.A.!)

1st OVERALL
Mike Patrick
Phil Bowers Yam 250

2nd BIKE, 1st 500
Max Switzer
Dick Dean Gre 360

3rd BIKE,
Al Baker
Rich Thorwaldson Yam 250

4th BIKE
Keith Nerseth
Charles Standeford Kaw 238

5th BIKE
George Zuber
Ron Bishop Yam 250

6th BIKE
Steve Hurd
Dub Smith Kaw 238

7th BIKE
Jack Payne
Gary Leopald ?

8th BIKE
Gary Olsen
Ed Blancham ?

9th BIKE
John Gaetz
John Coots Tri 650

10th BIKE
Steve Holladay
James Martino Hus

LIONS DRAG STRIP
Wilmington, Calif., Mar. 23, 1969

By Dan Zeman

TOP BIKE:
Jeff Gough 9.98—141.80 Tri
RUNNER UP:
Moulders & Reese 10.40—135.93 Nor
TOP GAS:
Tim Mark 11.28—123.00 H-D
TOP MODIFIED:
Henry Mynatt 12.50—105.50 H-D
TOP STREET:
Ed McDonald 13.92— 83.87 H-D

STREET
AA — Ed McDonald 13.92— 83.87 H-D
A — Richard Noriega 14.33— 89.64 H-D
B — Dick Strickland 13.41— 98.90 BSA
C — Tony Nicosia 12.96—100.78 Kaw
D — Jim Burleson 15.10— 82.94 Yam
E — Ed Coonfield 15.80— 79.85 Suz

MODIFIED
AA — Steve Kewish 12.26—106.50 H-D
A — Henry Mynatt 12.50—105.50 H-D
B — Tom Clark 13.46— 99.22 Tri
C — Ron Sommers 12.72—102.01 Suz
D — Robert Alford 14.11— 97.00 Yam
F — Donna Malcomson 15.41— 85.50 Bri

GAS
A — Tim Mark 11.28—123.00 H-D
B — Alex Weissman 11.77—112.00 Tri
C — Mike Cash 11.85—111.00 Suz
E — Charlie Cas — — Suz
F — Tom Thurman 18.08— 67.36 Kaw

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Short Stroke

By Bill Blakeslee

And bow towards Long Beach. There must be a new face at Cycle World magazine because suddenly there appears a terrific article in the latest issue. It's easily the best ever!

Pick up the latest issue and see for yourself, it begins on page 56. The layout treatment is fresh, the subject matter worthy and its intriguing in presentation. Its great. What it's about is Frank Cooper, the Maico importer, and they call him "Mr. Motorcycle".

If you're like most of us and have heard much about Mr. Cooper but seen little of him then this article will furnish some delicious food for thought. The article deserves reading and I won't spoil it by reviewing it here – only so far as it relates to me.

This "uncut gem" of a man sold me, at the tender age of 17, what must of been the most "used" Ajay thumper in the entire Mojave Desert. The article says he could have been selling washing machines and they must be right – he got to me again with a new 250cc Excellsior when there wasn't even a class to race them in. After that I saw little of him, my loss I think.

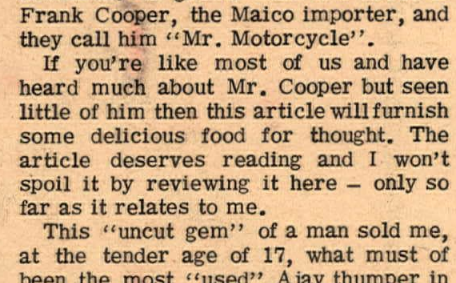
Dave Bickers Hosts Russ

Friends and fans of that irrespressible Englishman can be assured that Dave has indeed retired from Grand Prix moto cross. However he is still racing just as hard. He is the importer for CZ in England and it seems in his absence the CZ glory had tarnished a bit. The factory has had him on the carpet and told him to get his finger out– so he did! His first home appearance was in front of the very important television series which he handily won. No mean feat because this series had already bred its own group of top riders just as much "works" riders as any others. The results are very important to the home market, besides there are big cash awards too.

Staying with Dave is Russ Darnell, the Californian that did so well in the Inter-Am. Russ is getting his feet wet riding the local scrambles and building his experience, which is really the smart way to go. Especially with Dave Bickers as a teacher.

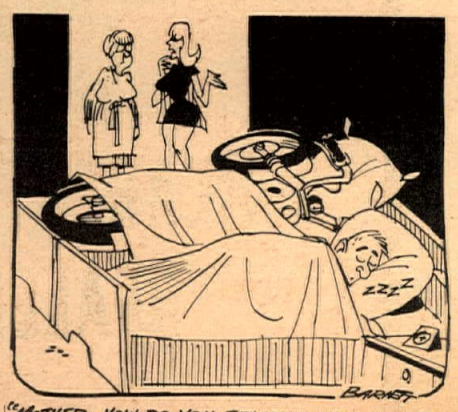
Incidentally Dave's CZ for the TV series has a new type engine. It features a pressure lubricated bottom end much like some Japanese street machines. Next to the air cleaner is a pint and a half oil tank and a pump, driven by the crankshaft and controlled by a cable from the throttle that feeds oil directly to the main bearings and big end of the rod. The cylinder wall gets the mist that's left over. The pump makes the drive side of the engine about three inches wider.

WOTSIT #2 CONTEST



Here is another "Wotsit" motorcycle for you eagle-eyed readers to identify. The picture shows an early example of a popular brand that is now doing quite well for itself. The picture, taken locally a few months ago, bears little resemblance to the bike that is currently winning. If you think you know what brand it is, send your guess on a postcard or letter to WOTSIT #2, c/o this newspaper, and we'll tell the world if you get it right.

Phil Patton, President of the Stumpjumpers M.C. and John Weeks correctly identified Wotsit #1 as a Husqvarna Silver Arrow.



"MOTHER, NOW DO YOU BELIEVE ME WHEN I TELL YOU GEORGE IS A REAL CYCLE ENTHUSIAST?"

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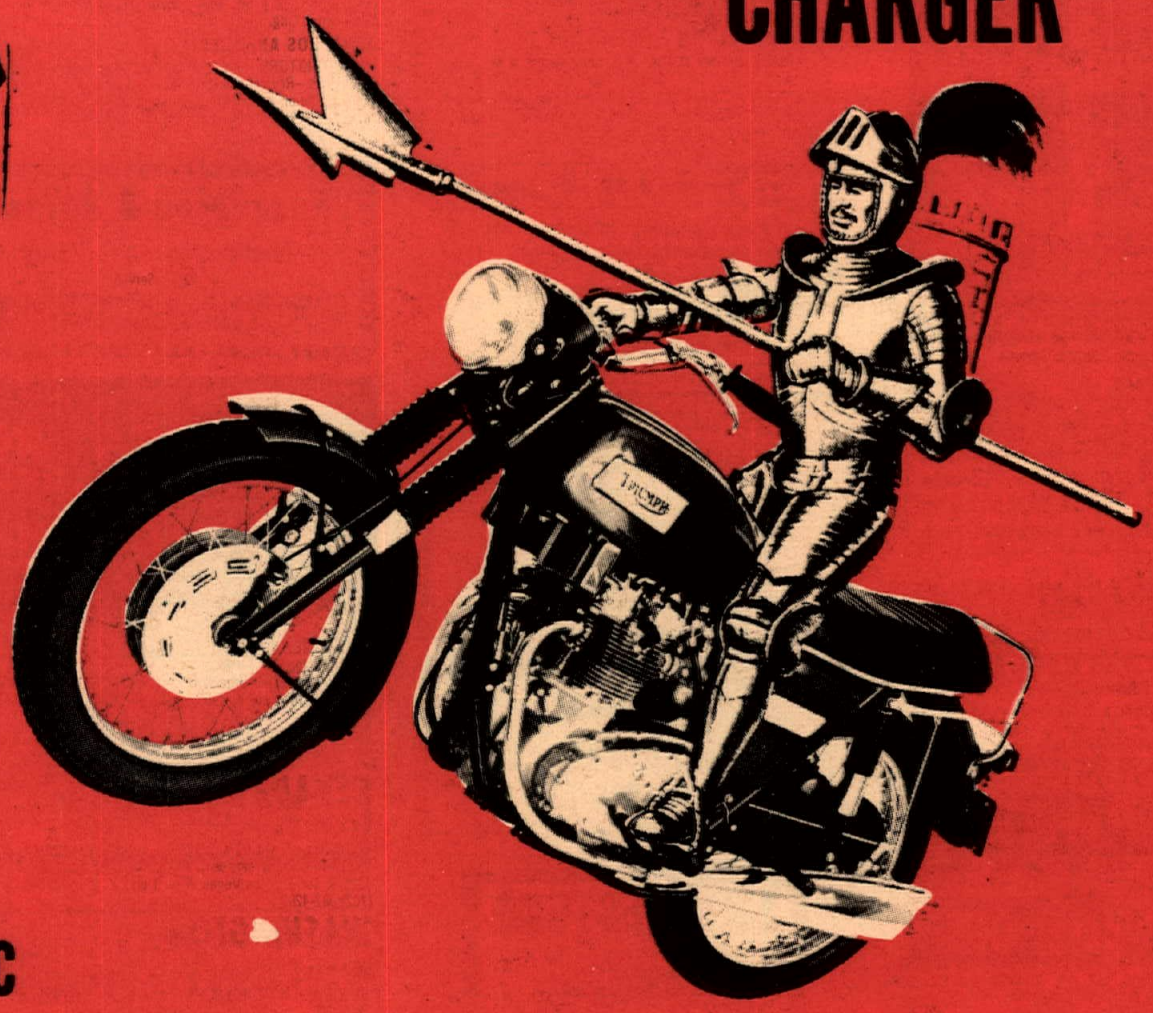

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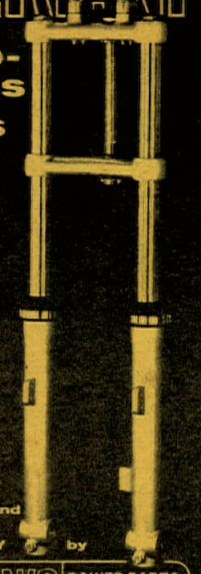
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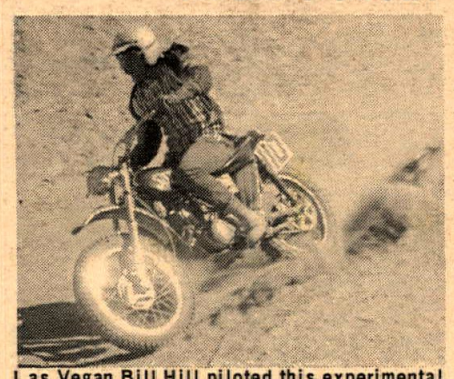
2ND ANNUAL "MINT 400"

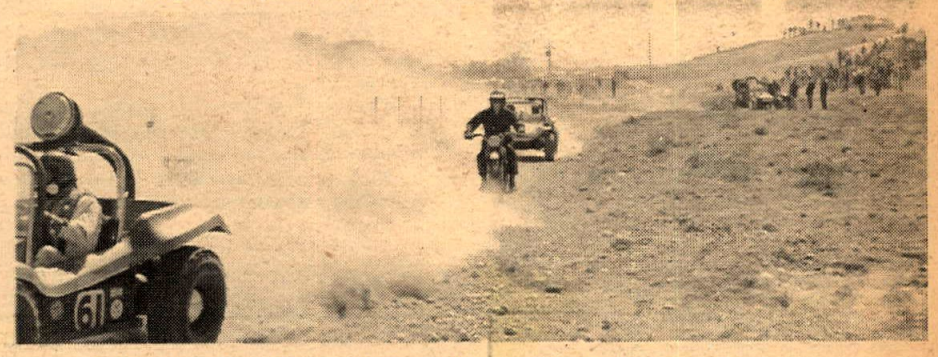
OR MINT SHORT CHANGES BIKES



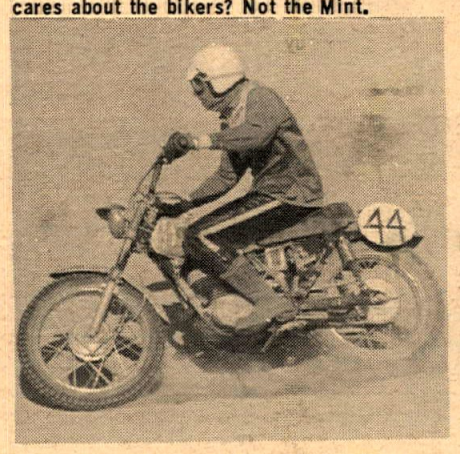
Las Vegan Bill Hill piloted this experimental Suzuki, more for fun than for mon'. But who cares about the bikers? Not the Mint.

Stunt director Bud Ekins was a victim of the stunt the I.D.R.A. pulled.

Cage leads parade out of town, but in the race it was bikes in front.



Eating all that dust for small change. No wonder bike riders were angry.



The Overall Winner, Mike Patrick (Yam).

Above: J.N. Roberts completes a lap, way ahead of the buggies, but like the rest of the bikes, he was ignored by cage-oriented cameramen. Left, we can't be sure with all this dust and sunstroke, but that looks like Mike Patrick... or is it Phil Bowers? The overall winner, anyway. Below, raw, blistered hands... and for what?

Aha! The old plug-wrench-in-the-boot-trick!

By Chuck Clayton
Photos by Dennis Greene

LAS VEGAS, NEV. – March 24 & 25. After banging through the Nevada desert for 400 miles on a glorified hare scrambles Monday and Tuesday, the motorcycle racers won the Mint 400, only to find that they were losers, after all.

Advertised as a cross-country race with $30,000 in cash prize money and $26,320 in merchandise and products, the bike enthusiasts paid their $250 entry (same as the cages) fully expecting to share equally in the same distribution.

Only the fine print and tricky wording of the entry blank and last-minute press handouts showed that the house had arranged the odds in favor of the cages, at the expense of the bikes.

The overall winner was, of course, a motorcycle (Yamaha DT-1) co-ridden by Mike Patrick and Phil Bowers. They shared $1,500 total prize money, plus some merchandise awards.

The first cage, a Volkswagen dune buggy, got $6,000 and the second place 4-wheeler got $2,000.

Patrick stalked up to the race officials and handed back his check. They then read the fine print on the entry blank to him, with vocal emphasis that helped straighten out the ambiguity of the wording.

So much for the Mint 400... a waste of time as far as the motorcycle press and bike riders were concerned. It was sponsored by Del Webb's Mint Hotel in Vegas and by the International Desert Racing Association, not to be confused with the National Off-Road Racing Association, which is a good group. N.O.R.R.A. puts on the Annual Baja Run and the Vegas 7-11. And they don't try to cheat the bikes just because motorcycles always win.

(Results on page 20)

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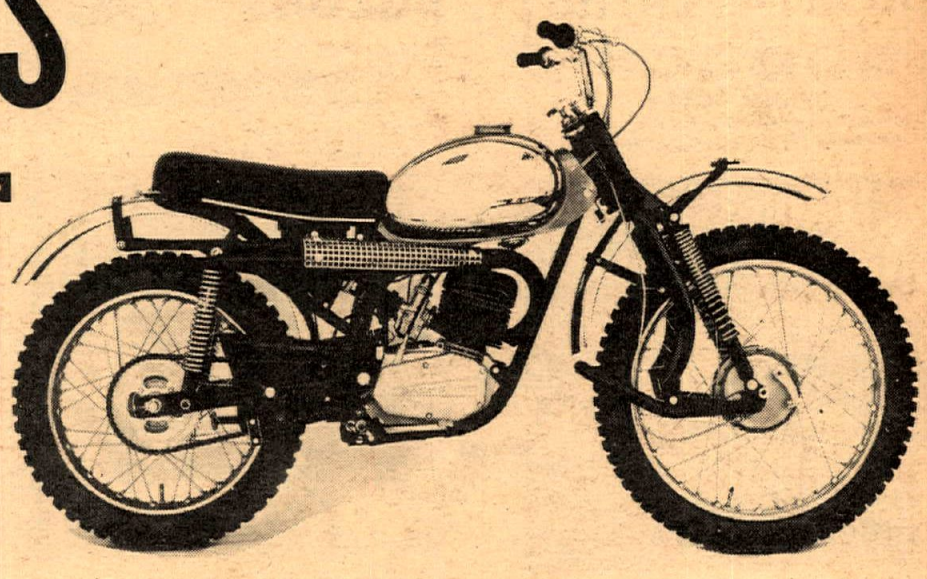

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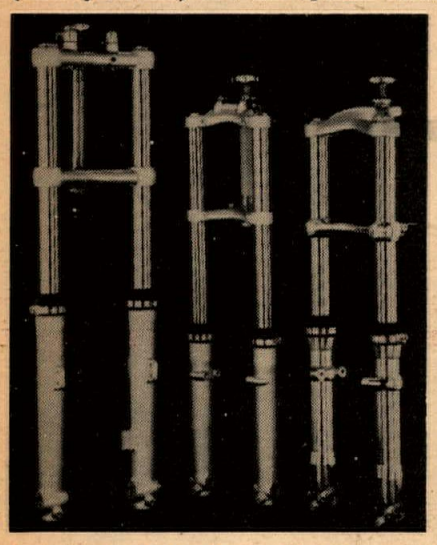
TIGER FORKS FOR HODAKA

Just introduced by Tiger Distributing Co. are the "Ticro" forks for Hodaka. Priced considerably under the other well-known forks of its type, the setup offers Hodaka owners a full 6-1/4" of travel with only minor modification to the triple clamp. The kit includes new fork tubes of quality plated steel, inter spring and plunger. The installation is quite easy, using the stock bottom fork legs of the Hodaka. No outer spring is required. It lengthens forks 2 inches and raises ground clearance. The fork design is by Eddie Crowell, longtime desert ace and sponsor of many a winning desert Hodaka. Cycle News impression in testing produced this statement "John Arbuckle can't always be right." The Hodaka rider will find he gets more than he paid for.

CERIANI FORKS FOR ALL USES

Which one would you like? Moto-cross? Lightweight? Road Racer? Ceriani (Cherry-ah-nee) now has special forks



for these applications. Highest quality materials and manufacturing processes are combined with excellent basic design.

Ceriani C-1000 Moto-cross forks have an extended length from stanchion top to spindle center of 31 inches. Normal travel is 6-1/2 inches, and gross weight is 21 lbs. 10 oz. Internal mounted springs are progressively wound and have a rate of 33 lbs. Optional 40 lb. rate springs are available for machines weighing above 350 lbs. Damping is by a complex hydraulic system which permits less restrictive motion in mid-range of travel, but progressively inhibits action at upper and lower extremes. Stanchion tubes are machined Swedish steel, having additional internal sleeves in areas of greatest stress.

For bikes of 100cc or less, there is the "Baby" Ceriani C-3000 unit. Total weight is 12 lbs. 3 oz.; travel is 5 inches, and length is 27 inches from spindle to top of stanchions.

Ceriani C-2000 Road Racing forks are constructed to the same basic specifications as Moto-cross, but total weight is just 15 lbs. 10 oz., and length is 27 inches.

Stems to fit numerous machines make these custom forks a bolt-on item. Price for Moto-cross and Road Racing units is $127.50; "Baby" unit is $95. Complete information for your particular installation is available by writing Steen's, Inc., Box 2276, Alhambra, California 91803.

Western Greeves Distributor's New Home

Greeves Distributor Nick Nicholson has again proved the point of how popular off-the-road motorcycles are with his move into his new modern building at 11573 Van Owen Street, North Hollywood. Nicholson Motors just ran out of room at his old location.

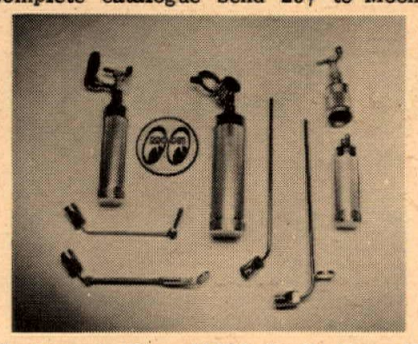
The new facility has ample parking for customers outside, while the inside is a beautifully designed lay-out for sales and service. Machines are attractively displayed in lines before the large parts department counter.

Nicholson is famed for his huge stock of parts, and ships them out the same day as the order is received if the customer is unable to go there in person.

The rear of the building consists of a large service area and a huge warehouse where all models of Greeves are kept for immediate delivery. Currently the line consists of the new 250cc short-stroke, 380cc and 250cc scramblers, 250cc Trials models with lights called the Ranger. This can be ridden on or off the street.

NEW INSPECTION LIGHTS AND MAGNIFIERS

If you ever wondered where the spark plug racing division reps got those keen inspection lights, manufactured by Welch-Allyn, it was either from their friendly doctor or a medicinal supply house. Moon is now the distributor and has available the complete line of lights, magnifiers, and mirrors. They are a "must" for the master mechanic and anyone doing critical work of any nature. Quality and workmanship is excellent and will last anyone a life-time. For a complete catalogue send 25¢ to Moon



Equipment Co., 10820 South Norwalk Boulevard, Santa Fe Springs, Calif., 90670. Phone (213) 944-6311.

GYT KIT AND ROAD RACE PIPE

BN Supply of LaMesa, California is now marketing gyt kits and road race pipes that give a claimed 2000 more rev's and 15% more horsepower to the rear wheel. Kits and pipes prices range from $39.95 to $49.95. For info: P.O. Box 651, LaMesa, Calif. 92041, (714) 465-8327.

BSA SWEETENS THE POT

The prize money available for the Annual Speed Week at the Bonneville Salt Flats, Bonneville, Utah, will be increased this year by the addition of $25,000 in prize money offered by BSA/East and BSA/West, jointly.

The annual event, which is held in conjunction with SCTA Speed Week (Southern California Timing Association) and the AMA, will commence with inspection on August 16 and the speed trials on August 17-23 under the direction of AMA official, Earl Flanders, who will be the Referee. Entry fees for each record attempt are charged by the sanctioning body.

Any person wishing to enter a three-cylinder, 750cc, BSA Rocket 3 in one or more of the 16 classes open to 750cc motorcycles will have a chance to win the BSA prize money which will be allocated as follows:

A. $1250 for each record established by the AMA at the end of Speed Week. This amount of money will be paid for records established in each of the 16 classes, including fully-streamlined motorcycles.
B. $2500 bonus will be paid for the fastest overall speed record attained by any BSA motorcycle entered during Speed Week, except for fully-streamlined classes.

The contest is open to anybody in the country, and the rules and regulations concerning the 16 classes (and official entry blanks) may be obtained by contacting your BSA dealer.

HONDA MINI-FILTRON

Filtron Products Company has announced another addition to their growing line of air filters. This one is for the popular Honda Mini-Bike, and like the Honda itself, the Filtron air filter adheres to the same high standards of materials and manufacture that are used in their larger models. The filter increases the filtering area many times more than the stock item, and you guessed it, gives better performance too. Available through Filtron air filter dealers throughout the U.S. Suggested list price: $4.95.

NEW MS&ATA PRESIDENT TAKES OVER

— Ivan Wagar (center), editor of Cycle World Magazine, moves into the presidential chair for the first time after being elected head of the Motorcycle, Scooter & Allied Trades Association at the annual meeting in Washington, D.C. on February 5. Flanking Wagar are William E. Kennedy (left) outgoing president, and Paul McCrillis, executive secretary of the MS&ATA.

METISSE MARK IV/YAMAHA 250 SCRAMBLER

Two-stroke enthusiasts will welcome the news that the scrambler, Rickman Metisse Mark IV, is available for Yamaha DT-1 250cc/5-speed engine-gearbox units. Those already having a Yamaha DT-1 and wishing to convert, might choose the Metisse Kit, containing frame, swinging arm and spindles, fiberglass components, rear brake lever and cable, footrests, saddle, air filter, set of 20 chain adjusters, engine mounting plates and studs, all vital bolts, nuts, and washers, engine sump shield, rubber tank mounts, oil filter and filler cap, fuel petcock, carburetor-to-airbox connection, and handlebars. In addition, both right and left brake pedals are provided,

permitting choice of shift location. No exhaust pipe is supplied, but a tuned expansion chamber (optional extra) may be used in place of stock item, routing over and across engine to exit through left sidepanel.

For the rider who wants the most complete Metisse scrambler, Chassis are available with everything but engine and drive components. All parts listed above for the Kit are included, plus Rickman magnesium hubs, nylon-lined cables with Magura levers, Ceriani forks (or the new Rickman forks, $75.00 extra), Girling rear suspension, rear wheel and 4.00x18 knobby tire, front wheel and 3.50x19 trials or 3.00x21 sports tires.

Frame is nickel plated and fiberglass parts are pigment-impregnated in U.S. Racing Blue. Information from: Steen's, Inc., Box 2276, Alhambra, Calif. 91803.

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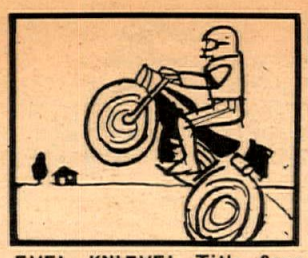
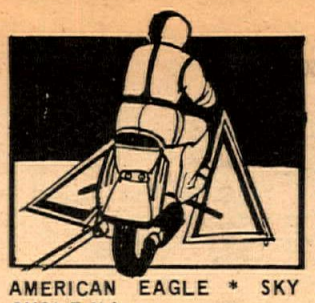
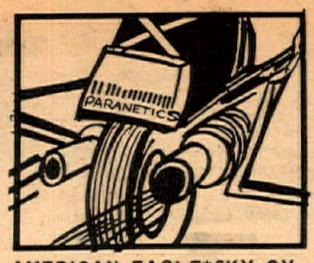
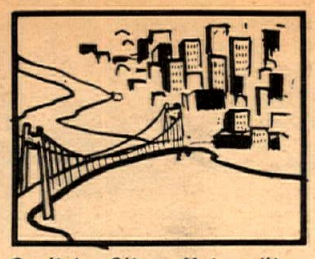

EVEL KNIEVEL–Title Song "King of Stuntmen".

Title Song–EVEL KNIEVEL & the AMERICAN EAGLE*

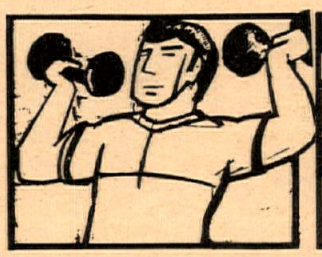

AMERICAN EAGLE * SKY CYCLE X-I.

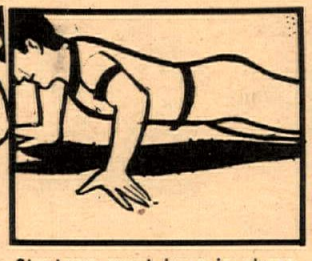


AMERICAN EAGLE*SKY CYCLE X-I, Jet Powered assist.

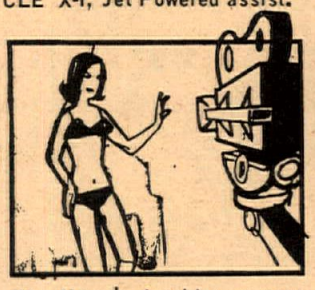

Capitol City, Metropolitan Famous Copper Gate Bridge.

Mansion Home & Rolls Royce Evel Knievel "King of Stuntmen"


Exercise program for EVEL

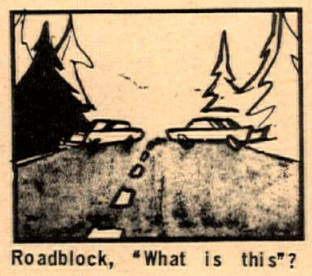

Stuntmen must keep in shape.

The famous Gold Cane, and the energy food and drink.


The Mayor's daughter, a very beautiful actress.

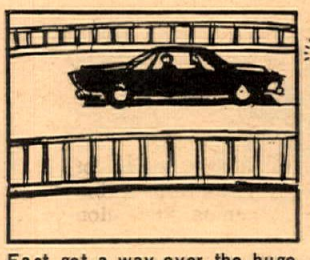
Leaving the studio for home in her new sports car.

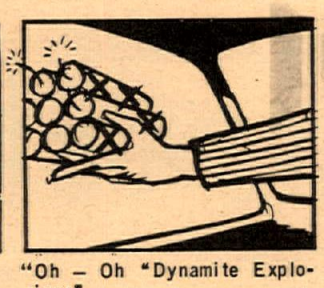
Driving fast, there is going to be a big party tonight.

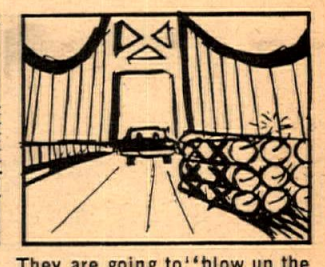

Roadblock, "What is this"?

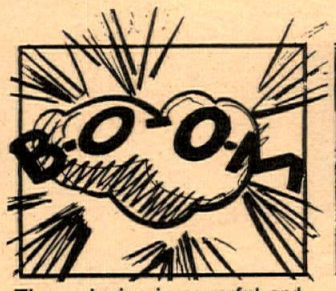
Metropolitan City Crooks.

They kidnap her.

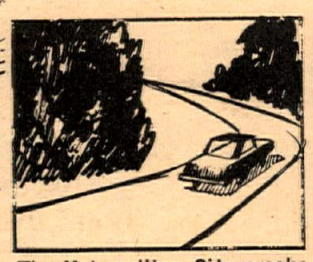

Fast get a way over the huge Copper Gate Bridge.

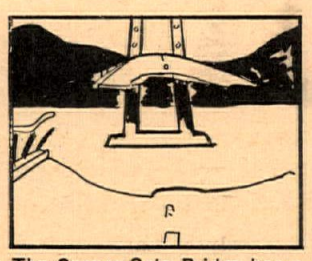

"Oh – Oh "Dynamite Explosives".


They are going to "blow up the Copper Gate Bridge".

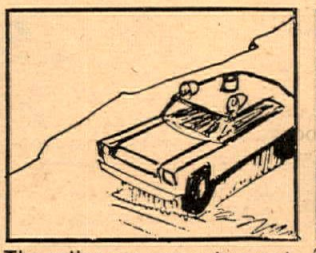


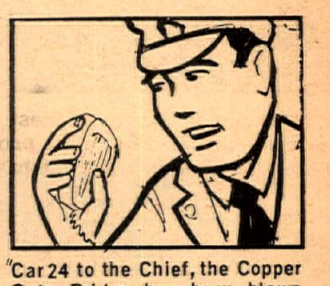
The explosion is powerful and destructive.


The Metropolitan City crooks made a getaway to the hideout.


The Copper Gate Bridge has a big gap blown in it.

A kidnap alert is out, the Metro. police are on the way.

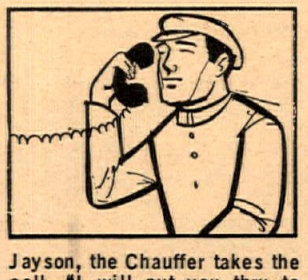

The police car comes to a sudden stop, "What happened"?

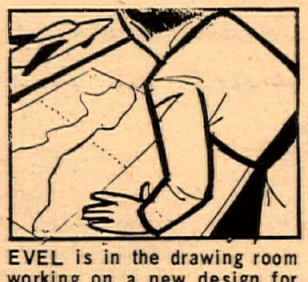

"Car 24 to the Chief, the Copper Gate Bridge has been blown by the crooks."

The Chief of Police takes the call.

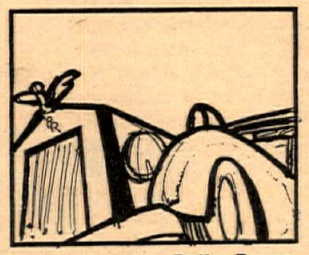
"I had better tell the Mayor" about his daughter, "Man oh Man".

The Mayor is frantic, this is a job for EVEL KNIEVEL, "call him".

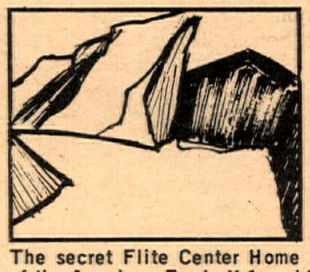

Jayson, the Chauffer takes the call, "I will put you thru to EVEL KNIEVEL", he says.

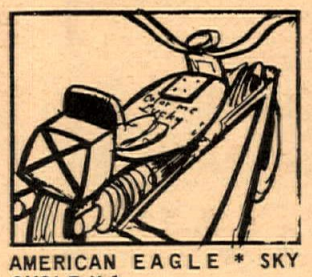

EVEL is in the drawing room working on a new design for American Eagle–Skycycle X-2.

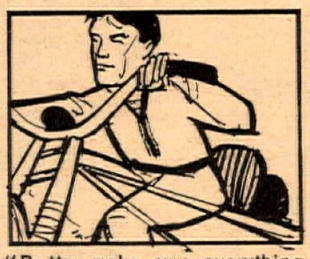
"Yes Chief, I will be right there tell the Mayor not to worry, "I'll take care of it."


Jayson gets the Rolls Royce ready for the trip to the Sky Cycle's secret Flite center.

EVEL is on the phone in the Rolls Royce, he is getting more details from the Chief.

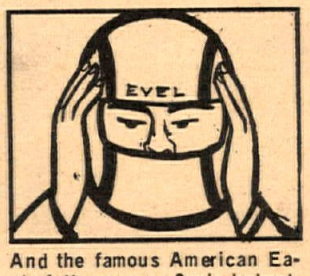

The secret Flite Center Home of the American Eagle X-1 and the experimental X-2.


AMERICAN EAGLE * SKY CYCLE X-1.


"Better make sure everything is ready, I don't want to miss."

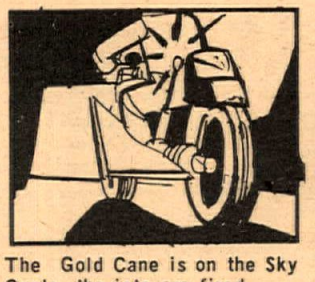
Test the jets and the drag Parachute system. "All Go."

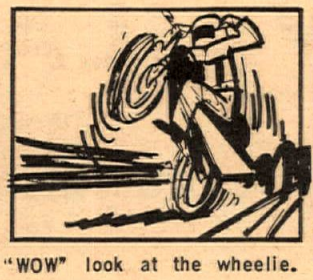
EVEL puts on the famous red, white, and blue leather suit.



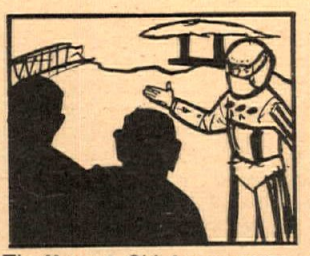
And the famous American Eagle full coverage Sonic helmet.

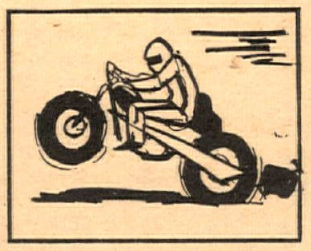
The huge doors, from the Flite Center "swing open".


The Gold Cane is on the Sky Cycle, the jets are fired.

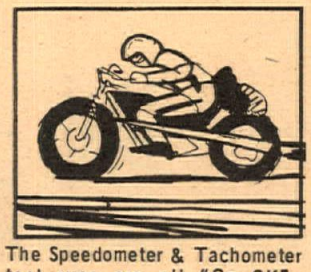

"WOW" look at the wheelie.

Title song, "EVEL KNIEVEL"

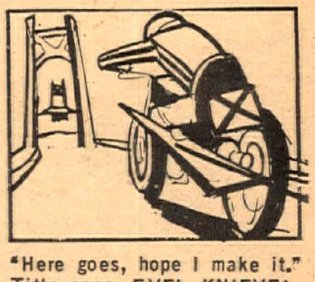

The Mayor & Chief meet EVEL "I'll make test runs", he says.

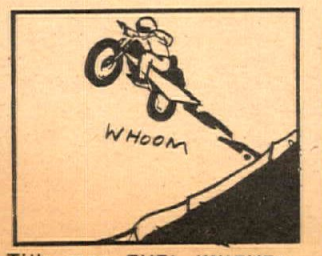

The Jet practice run, the thrust power is OK.

The Mayor's daughter is being threatened, she is very scared.

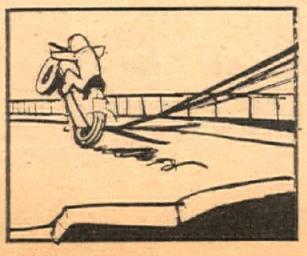

The Speedometer & Tachometer test runs are all "Go–OK", says EVEL.

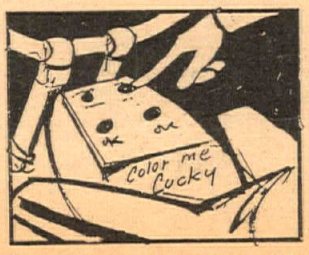
I am ready, stand clear of the jet blast. One, two, three–


"Here goes, hope I make it." Title song, EVEL KNIEVEL.



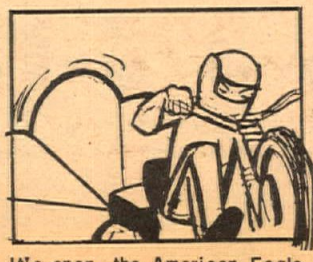
Title song, EVEL KNIEVEL.

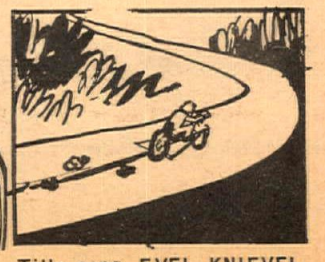

"WOW" He made it.



Now "I've got to stop this thing with the parachute."

The special drag chute is activated. "Here it comes."


It's open, the American Eagle comes to a stop, just in time.


Title song, EVEL KNIEVEL.

The crooks are on a high cliff they spot the Jet trail off in the distance. "It's Evel Knievel."

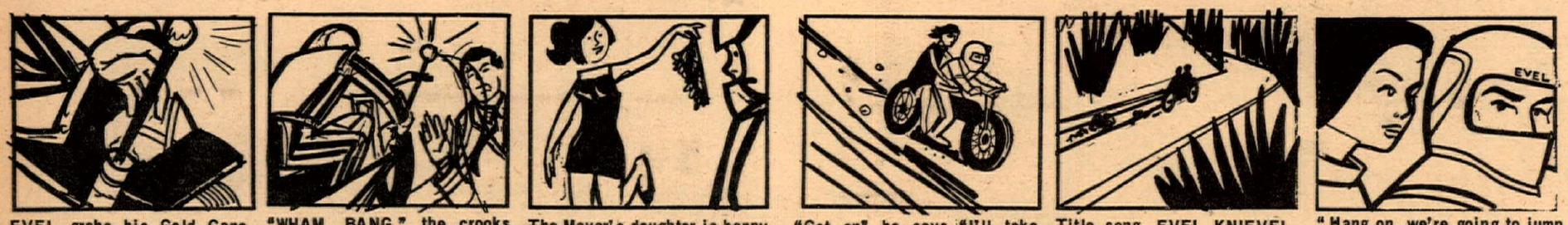
The cliff is no problem for the American Eagle Sky Cycle. Up he goes, after the crooks.

"Get him" exclaims the leader of the crook gang. Evel is fired at. "I hit him, but he won't stop."

The bullets just bounce off of the American Eagle "Sonic" helmet, it protects EVEL.

EVEL shoots up & over the top of the cliff at tremendous speed the crooks are amazed.

He spins the American Eagle Sky Cycle around. The dirt blast hurts the crooks.



EVEL grabs his Gold Cane. IT IS A POWERFUL WEAPON

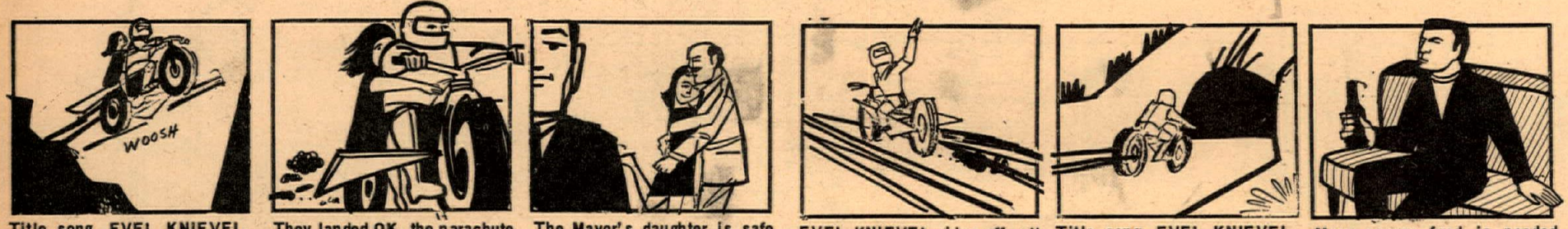
"WHAM, BANG," the crooks are shocked and overpowered.

The Mayor's daughter is happy.

"Get on" he says "I'll take you home, your father is at the bridge waiting for us."

Title song, EVEL KNIEVEL.

"Hang on, we're going to jump back across the bridge."



Title song, EVEL KNIEVEL, here they come, "watch out".

They landed OK, the parachute will stop them.

The Mayor's daughter is safe and sound. "EVEL KNIEVEL saved me" she says.

EVEL KNIEVEL rides off, all jet power is blasting away.

Title song, EVEL KNIEVEL, American Eagle Skycycle X-I.

More energy food is needed there may be another emergency.

THE INVADERS M.C. HARE SCRAMBLES

Harley-Davidson Takes A Desert First

Story and Photos by Dick Wright

RED ROCK, Calif., Mar. 23 – Hard-luck Bill Friant, #30x on a Tracy's-tuned 250 Husky, finally had Lady Luck on his side today as he charged ahead of 386 big bike riders to take a well-earned win of the three-loop, 105-mile hare scrambles race in two hours and 45 minutes.

It was no candy course that the riders were headed for, although it was in familiar territory out around Robbers' Roost. Turning left up into the mountains, some of the old trails were really chopped up from previous races. From the start, Steve Kirk, #2 on a Bultaco, led it to the smoke bomb, chased all the way by Danny Kline, #7x on a 250 Greeves, but both ran into mechanical trouble on the first loop. The lead position was then left open to hard-charging Gary Conrad, #163 on a Husky, who was followed into the pits after the first loop by Bill Friant, also Husky-mounted.

Conrad dropped a chain on the second loop and Friant quickly took over the lead, with Steve Staats, #5 on a 360cc Harley-Davidson, pushing him hard. Coming into the pits for gas, Friant was passed by Staats, who had a large tank and did not take on gas.

Friant, who has had the lead many times in other races, only to be denied the wins, was ten feet behind as they left the pits. But, as he told it later, "I made up my mind that I was not going to lose it now," and, gritting his teeth, he turned it all the way on until he had recaptured the lead with a sizeable margin. This now-or-never attitude carried him all the way to the finish for the win. One minute behind was Staats, who had ridden a good race on his Harley-Davidson, and took first in the 500 Class.

Tom Muto, #5x on a Husky, was third, Howard Utsey was fourth on a CZ, and First Open Class went to Triumph-mounted Gene Dempsey, #101. In sixth, also on a Triumph, was Jim Dorman, #42, who took Second Open Class. Ron Wilson, #516x, an up-and-coming Husky rider, did his "thing" again, taking First 250 Amateur spot. Ray Yinger, #32, was the first 500 Amateur in, on a Husky. Husky-mounted Steve Brown, #566, was First 500 Novice, followed by Don Memmoth, #257x, who charged in like a true desert rider, tired and sweaty, with blistered hands, and claimed First 250 Novice also on a Husky.

219 Trail Bikes

The 219 trail bikes were started, even before all the dust from the big bikes had cleared, to go two loops on the 35-mile course. Jack Morgan, #1 was leading at the bomb, pushed hard by Terry Clark, #6, both on hot Hodakas. After the first five miles, the leaders caught the slower big bikes and began to move through the pack. Morgan still had the 100cc lead as they reached the pits, running thirty-fifth overall on the big bike course, with Clark right on his tail.

These two Hodaka handlers diced on through the second loop, with Clark taking over the lead half-way around and holding it to the deep sand dunes, but developed some large blisters on his hands. The relentless and ever-present Morgan regained the lead five miles from the finish and came in for the win, running twenty-first overall on the combined course. Clark was only ten feet behind for second spot.

Dean Goldsmith, #24, had moved up from 20th spot at the bomb to take third on his 100cc Harley-Davidson, and Jeff Wright, #15, also moved up from a bad start to take fourth on his S.S. Hodaka. First Novice honors went to Earl West, #79, with Ken Buckspan, #244, close behind on an S.S. Hodaka. First Amateur was Tom Jenkins, #44, followed by Roger Peters #45, also an amateur, and both riding Hodakas. Eleven-year-old Cheryl Haley, #815, finished 95th on her Hodaka.

Random quotes from the pits after the race:

Bill Friant; the big bike winner: "I wish those guys on the course with tennis shoes and no helmets would ride in a straight line so you'd know which side to pass them on. Also, those slower trail bikes can cause you a lot of problems; too bad every club can't set up two courses."

Terry Clark; second in the trail bike class and running twenty-second with the big bikes: "Man, it was really dusty behind those slower big bike riders. Some of them got real mad when you try to pass them and they hold it on, almost pushing you into a bush. I think it's much better when they have separate courses for each class."

(Results on page 20)

Who's that bombing along in the cameo? Why it's Steve Staats, second place on a H-D 350. And there he is again, at right, bench racing with first place Bill Friant (Husky).

Lightweights leave the smoke bomb and pick up the course.

In circle, Ron Sloan, president of District 37 Sports Committee and an avid desert rider.

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1966 BSA HORNET never raced. Runs like a bomb. 5000 mi. 69 licensed. $725. or trade for '69 PurSang or '69 Maico 250cc MX. (408) 424-6791

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1965 MONTESA 250. Filtron filter, five ported, custom expansion chamber, extra rear sprocket, compression release, 32B carburetor, new paint. replaced all seals, rings, piston, points recently. $350.00 (213) 392-3420.

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TO THE COOLEY-NICHOLSON FIGHT with every $1 raffle ticket purchased for the Crestline M.C. Rialto benefit raffle. Win new Kawasaki, 15 other valuable prizes. Prize list growing daily. (Just kidding about the fight, fellas). Send $1 for each ticket to Rialto Raffle, Cycle News, Box 498, Long Beach, Cal. 90801. Drawing April 20. Winners will be notified.

HONDA 160 - full dirt set-up, completely rebuilt, 175 kit, oversize knobbies Bultaco shocks, skid plate, special seat. Have street equip. Must sell. $275.00 (213)464-4944.

1966 GREEVES CHALLENGER comp. release $425.00 (714) 534-6291

NEW 1966 TRIUMPH TT, eng. balanced, full cams & polished. $750.00 (714) 675-3934.

MOTO BETA eng. rebuilt $200.00 trade for ? Cash for 125cc Sherpa (714) 745-7399.

1965BULTACO, PURSANG, new eng. and fiberglass, nickel plated frame and much more $350.00 (213) 353-9239.

'67 HODAKA used for trailing only. Like brand new $275.00 (213) 352-4132.

USED H-D SIDECARS
$195.00 - 5 only, 1959 model complete hydralic brakes, metal box, with all fittings. Los Angles H-D 2531 So. Main, Los Angeles, Ca. (213) 749-6235

4 – MECHANICS WANTED
Experienced on Honda & BSA necessary. Call Don Spargur at Long Beach Honda. (213) 423-1433 Ext. 52.

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Penton - Sachs, 4 times better than stock. After 6 pm Gary Bailey (213) 635-4539, 1858 E. Dimondale Dr. Compton, Ca.

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283 Chev. motor recent complete overhaul. Can be driven. $100.00 (213) 428-6397

VAN-TECH HONDA 97cc set up for desert, good condition $275. Also 62 cad need truck or sell call (714) 985-6359

1964 HARLEY-DAVIDSON F.L.H. extra clean 12,000 mi. radio - cargo carrier extra crome call after 5 pm (213) 968-1183 See to appreciate 14808 Novak, Hacienda Hts., Calif.

RACERS! Bonneville, Ascot ready, all the good stuff $800. (213) 629-0665.

BONNEVILLE '68, $850. Taco Matador '66 $400. Cub like new $325. (213) 629-0665.

'66 BSA LIGHTING purchased new Sept. '67. Approx. 6,000 mi. custom paint megaphones, helmet, machine crank. Perfect for street $825.00 Garden Grove (714) 636-3923.

'65 TRIUMPH TR-6, completely set-up for desert good condition. Call after 6 best offer, Steve Kirk (213) 341-8431

PARTS MAN WANTED
Must know Honda parts - We also sell Triumph, Bultaco, Harley-Davidson. Contact Doc Trainer (714) 684-4747, Parts Manager for Skip Fordyce, 3698 14th St., Riverside, Calif.

1967 NORTON P11
750cc excellent cond. set up for desert or scrambles, special tires, seat, bars, carburation, magneto, etc. $775.00 (805) 252-7344 after 7 pm.

1967 VICTOR filtron 1,500 mi. Sell or trade for 5 speed Matador or Yamaha DT1 (714) 540-6703 or sell for 650.00.

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'68 HODAKA 100 set up right for Moto-Cross $350.00 firm. (714) 544-8800.

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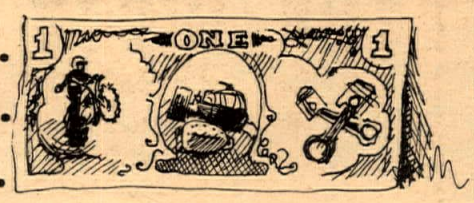

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'63 HONDA CB-77 production road racer groovy street bike. $195.00 Lewis road racing leathers for 6' 1" 170 lb. rider as new $50.00 the lot $225.00 (213) 597-5334.

'69 HONDA 350, Baja Special, cerianis front and rear, many extras. Like new, never raced, only 500 mi. Can be set up for street or desert (213) 443-5349

250cc BULTACO
Matador, mark II, combination dirt and street bike. Speedometer, full legal lighting plus new Barnett clutch and compression release. Licensed 1968 $475.00 (213) 889-9802.

1968 1/2 KAWASAKI A1R; fully blueprinted, microsealed. 2 sets carbs (930 amals, 26mm Mikuni GPs) all spares, Goodyears and Yokahamas. Very fast, transfer forces sale. $985.00. A1C Steve Thompson Box 9071 Reese AFB, Texas.

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U.S. RACERS
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'68 YAMAHA 100cc Scrambler; J & R expansion chamber with silencer, filtron filter, hot head, fork brace, full race rotary valve, over $600. invested, asking $395. (714) 494-1854

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'67 KAWA. 250cc Samurai A1SS low mileage $395. (213) 532-6597.

COMPLETE CYCLE MACHINE SHOP
Engine—super balancing—all makes—fork tube lengthening—all makes—swinging arms—lengthening all makes—Boring both large and small cylinders—heads milled etc—
KAWASAKI-HOP UP—MADE GO FAST—BY JERRY DOBBINS — THE BOY WHO WORKED WITH KAWASAKI ENGINEERS HERE AND AT THE FACTORY TO HELP BUILD THE KAWASAKI LINE—Jerry built first Kawasaki tuned exhaust—First fast racing engines—his Kawasaki race engines beat all competition—this era—in—100—200—250cc class—If you want a winner and it is a Kawasaki you ride Jerry will make your engine do the job—Jerry Dobbins built tuned exhausts 100-200-250-350ccs, and soon for H-1—500cc—speed work only on Kawasaki cycles —
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Cycle Machine shop department, 111 NE Union Ave., Portland, Ore. BE 2-3588.

HODAKA STEEN SS 1968 1/2 100cc 5 speed cerianis front & back Webco head filtron, carlisle tires 350's by 17". Raced once, fast $425.00 firm after 3 pm. Chris Walker 9422 E. Florence, Downey.

ENGINE ONLY, complete, 250cc 1966 1/2 Bultaco, fresh condition street bike, 1965 Triumph, 650 TR-6, excellent condition Semi custom. Crawford Ent. M/C repair (714) 548-5744

1969 MAICO 125cc two tanks rode only once $550.00 (213) 843-0926.

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Motors
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Hawthorne, Cal. (213) **679-6550**

WANTED
Joe Hunt Magneto for 1961 Triumph 500cc TR5AC or T-100 SS. Must be for Distributor type Ing. Will pay cash. Call Dennis L.A. (213) 329-3921 eve.

KAWASAKI 238 Scrambler 3 gal. fuel 21" front girling rear. Completely new Steve Nurd eng. Very dependable like new. Desperate make offer. (213) 333-0518 - (213) 336-1872

1968 MOTO BETA just rebuilt, carlisle tires, filtron, TTdown pipe & up pipe included. Bates tank & seat. $350.00 (213) 883-4335 extras, super fast.

PARTS FOR HODAKA 100 new parts Webco head, new wesco racing piston big air cleaner, all for $35.00. Triumph fender & handle bars throttle (213) AT8 1487 & AT4-3566.

'68 SUZUKI 200cc production road racer and drag bike (16.25 et - 79.36 mph.) 1968 KAWASAKI A7SS, 2,000 mi. Van Tech frame and accessories (never used) (213) 376-6031 between 10am - 2 pm (213)263-1804 after 6 pm.

SALE '68 HODAKA - Moto-X or desert ready. Has everything $500 firm. (213) 675-2404

1968 BULTACO BANDIDO 360cc perfect over $200.00 of extras including comp. rel. big tank, seat, sprockets, renolds, new top end $875.00. Immaculate (213) 370-8234

'68 HODAKA 100, expansion chamber, filtron 3.50 x 17 tires, big sprocket, fork brace, moto-X bars, perfect; trade for bigger bike & cash or sell $350. (805) 252-3036

FREE...Moto-X gloves, used very little, Initialed "Sidesaddle Riding Club". W. Wittick 1682 N. Ave. 50, Eagle Rock, Cal. 90042

WANTED: Hodaka desert ready, also 2 cycle basket cases. Carlton Biggs 5454 La Forest Dr. La Canada, Calif.

GREEVES 1963 250 square barrel, good condition (213) 964-7278, Eves., Sat. & Sun.

1967 GREEVES Challenger, cerianis, comp. release, new lower end. $500.00 (213) 288-5789

WANTED: Matchless G80 CS Scrambler gas tank, 2.4 gal. cap. Must take badges cash or cash and trade Delorto 1 1/2 G.P. for tank (602) 936-2202 collect

1968 MATADOR MK 3-low hours, excellent condition $625. (213) 672-2705.

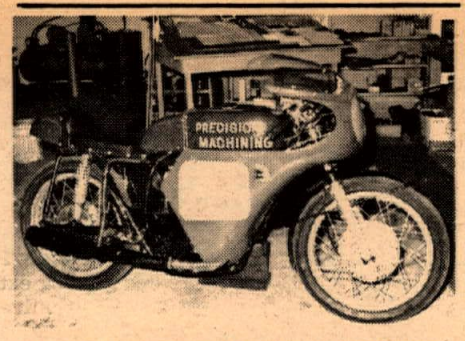
650 TRI. ENG. PARTS. Head, barrels, Barnett clutch, crank & misc. parts. $95.00 or trade for Hodaka or Maico parts. EX 6-6181 (213)

PINSTRIPER WANTED
Part-time — experienced with BMW stripes helpful — can make to $10.00 per hour. Call Dean (213) 433-7409.

1966 DUCATI 250 Mark III. Rebuilt engine. Extras $290. (213) 349-7089.

CLEAN "68" HUSKY 360 — Filtron, extra rear sprockets, Konies, Alloy "21" stainless spokes, extra padded seat, "69" engine spec., compression release, Santa Barbara, Steve (805) 964-5786.

1968 SHERPA 200. Very fast, one of a kind. Turner pipe, 5-ported, compression release, all fresh. (213) 382-6773.



FOR SALE PRECISION MACHINING 450 HONDA ROADRACER
Winner of 3 AMA National Roadraces. Ready to race, complete with Goodyear tires, extra gas tank, sprockets etc. $1,250.00 phone (415) 583-0804 weekday evenings 7 to 10 pm.

1964 GREEVES SQUARE BARREL expansion chamber, filtron $350.00 (213) 244-9443.

YAMAHA TD1B road racer runs very good many spares $450. call (213) 886-8729.

MOTOCROSS DT-1
Never raced! Cherry, new piston, rings, and paint. 7-ported, gyt head, expansion chamber, high fender, lots of chrome. See to appreciate. $700. or best offer. (714) 536-6108.

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HODAKA 100 5-speed, 21" front Orlandi forks, girlings, ported, 28 amal, low pipe, alloy fenders, many more extras, like new, moto-x, desert $425.00. (213) 375-6231.

68 VAN TECH Hodaka — Cerianis, girlings, 18-21 Akronts, Rickman bars, Maguras, comp. release, Reed valve, six ported, 32m carb. 152 lbs, under seat chamber $650.00. (213) 375-6231.

'68-1/2 GREEVES 250cc Challenger, like new, very reliable, Ceriani forks, $650.00. (213) 248-3839.

TWO 1968 KAWASAKI 120 Trail bikes complete with lights and legal equip. and two Rail American trailer, excellent condition. Complete package $650. (Day) (213) 870-7569 (Eve.) (213) 645-9397.

WANTED — Ceriani or Springer forks for Kawasaki 120. (213) 670-3421.

LATE '66 — 650 TRIUMPH TT Spc. 25 hrs. young, perfect. cond., old man can't handle, street accessories $850.00? (805) 252-4277 bought new.

NEW GYT-KIT & misc. parts for DT-1 Yamaha $95. (217) 629-9616.

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CARLISLE TIRES — Lowest price ever! 325/350 x 17 Universal — Reg. $18.63 now $11.00 plus frt. — limited offer. All sizes in stock. No C.O.D.'s. MAJOR DIST. CO., BOX 7, YUKON, OKLA.

1968 HUSKY 250cc
21" wheel (excellent cond.) Never raced. (213) 765-6282.

2—'68 GREEVES Challengers, 1 very fast & pretty. 1 super fast but ugly, Cerianis, 21" frt. wheel, extra gearing, pipes & parts (714) 879-1220.

HONDA TRIALS SPECIAL
180cc, featured in April "69" Modern Cycle $495 or make offer, (213) 780-9538 evenings or see service manager, Warren Wilson, Honda, Sepulveda.

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Experience necessary — Shell Mtrs., 3365 Century Blvd., Lynwood, (213) 638-4864, 564-2533.

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SALES EXECUTIVE seeks position in motorcycle field with major company. Experience in auto and real estate marketing. San Francisco Bay area ONLY. Send to Box F, c/o Cycle News, 6477 No. Long Beach Blvd., Long Beach, Cal. 90805.

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MIKE LANE INJURED

Mike Lane, who rides everything from road races to motocross was injured recently while playing at Saddleback Park.

Mike went down pretty hard and will be confied to the hospital for a good twelve weeks. He's growing so fast that it takes more time for a broken leg to heal.

Anyone who has watched this hot young rider over the years knows what a tiger he is, so how about sending him a card to keep him cheered up. Send it to: Mike Lane, Room 105, Memorial Hospital, Bakersfield, California.

PENTON SWEEPS THE WEST

March 16th — Prospectors Hare Scrambles, California City
1st 100cc Overall — Claus Nilsson — **Penton**
Saddleback ACA Motocross, Orange, Calif.
1st 125cc Senior — Gary Bailey — **Penton**
March 23rd — Washington Motocross, Spokane, Washington
1st 125cc Overall — Gary Bailey — **Penton**
March 23rd — Carlsbad CMC Motocross, Carlsbad, Calif.
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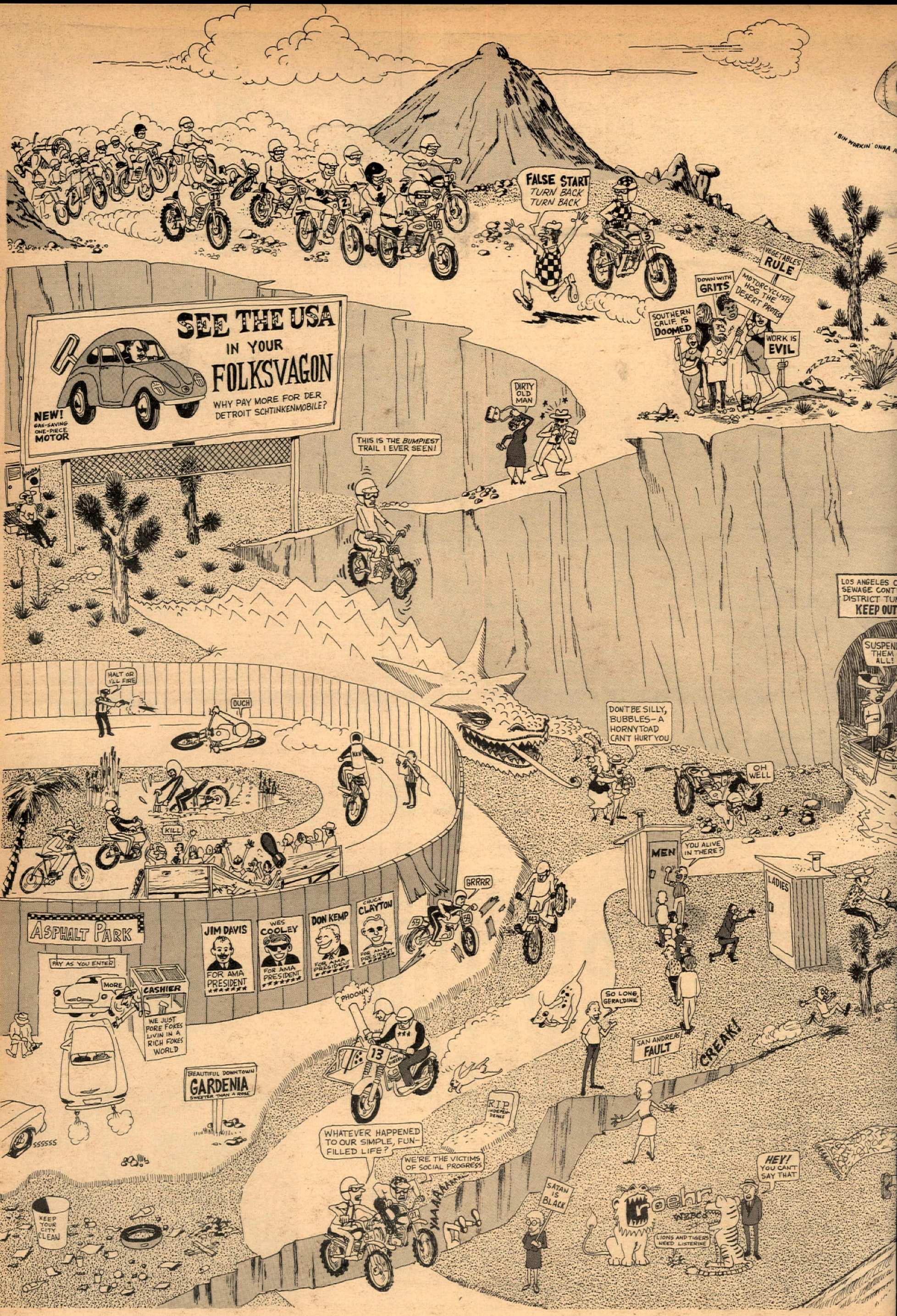
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TURN BACK
TURN BACK
I BIN WORKIN' ONNA R
SEE THE USA
IN YOUR
FOLKSVAGON
WHY PAY MORE FOR DER DETROIT SCHTINKENMOBILE?
NEW! GAS-SAVING ONE-PIECE MOTOR
VEGETABLES RULE
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MOTORCYCLISTS HOG THE DESERT PROTES
SOUTHERN CALIF. IS DOOMED
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THIS IS THE BUMPIEST TRAIL I EVER SEEN!
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SEWAGE CONT
DISTRICT TU
KEEP OUT
SUSPEN
THEM
ALL!
HALT OR I'LL FIRE
OUCH
DON'T BE SILLY, BUBBLES— A HORNYTOAD CAN'T HURT YOU
OH WELL
KILL
ASPHALT PARK
PAY AS YOU ENTER
MORE
CASHIER
WE JUST PORE FOKES LIVIN IN A RICH FOKES WORLD
JIM DAVIS FOR AMA PRESIDENT
WES COOLEY FOR AMA PRESIDENT
DON KEMP FOR AMA PRESIDENT
CHUCK CLAYTON FOR AMA PRESIDENT
BRRRR
MEN
YOU ALIVE IN THERE?
LADIES
PHOONK
SO LONG GERALDINE
SAN ANDREAS FAULT
CREAK!
BEAUTIFUL DOWNTOWN GARDENIA SWEETER THAN A ROSE
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R.I.P. INDEPENDENCE
WHATEVER HAPPENED TO OUR SIMPLE, FUN-FILLED LIFE?
WE'RE THE VICTIMS OF SOCIAL PROGRESS
YAAAAAAAAAH
SATAN IS BLACK
HEY! YOU CAN'T SAY THAT
LIONS AND TIGERS NEED LISTERINE
KEEP YOUR CITY CLEAN